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Kawasaki

Includes:
- Important Safety Information
- Operating Instructions
- Maintenance and Storage

Teryx 750 FI 4×4
Teryx 750 FI 4×4 LE
Teryx 750 FI 4×4 NRA OUTDOORS
Teryx 750 FI 4×4 Sport
Recreation Utility Vehicle

Read this manual carefully. It contains safety information.

OWNER'S MANUAL

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⚠ WARNING

Engine exhaust, some of its constituents, and certain vehicle components contain or emit chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

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Quick Reference Guide

This Quick Reference Guide will assist you in finding the information you're looking for.

GENERAL INFORMATION

BREAK-IN

HOW TO OPERATE

SAFE OPERATION

MAINTENANCE AND ADJUSTMENT

STORAGE

TROUBLESHOOTING GUIDE

A Table of Contents is included after the Foreword.

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Whenever you see the symbols shown below, heed their instructions! Always follow safe operating and maintenance practices.

⚠ WARNING

This warning symbol identifies special instructions or procedures which, if not correctly followed, could result in personal injury, or loss of life.

CAUTION

This caution symbol identifies special instructions or procedures which, if not strictly observed, could result in damage to or destruction of equipment.

NOTE

○ *This note symbol indicates points of particular interest for more efficient and convenient operation.*

Model Information

Teryx 750 FI 4×4	KRF750G/H
Teryx 750 FI 4×4 LE	KRF750J/K
Teryx 750 FI 4×4 NRA OUTDOORS	KRF750M
Teryx 750 FI 4×4 Sport	KRF750L

NOTE

○ *The KRF750H is identical to the KRF750G in every aspect: controls, features, and specifications except for the camouflage surface treatment.*

○ *Also KRF750K is identical to the KRF750J except for the camouflage surface treatment.*

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BASIC SAFE DRIVING

Knowing and following these rules for safe operation will increase your satisfaction with your new Kawasaki vehicle.

Read the Owner's Manual

Read and understand this Owner's Manual. This is especially important for inexperienced drivers. Keep this Owner's Manual with this vehicle and refer to it if you have any questions.

Obey Local Laws

Know and obey all laws and regulations governing the use of off-highway vehicles in your area. Respect private property. Always try to preserve nature and the environment.

Operator's Capacity

All operators should possess a valid driver's license. Children may not have the skills and judgement necessary to operate this vehicle safely.

Operator and passenger must be able to place both feet flat on the floorboards while seated upright with their backs against the seatbacks when firmly holding the steering wheel or handgrips.

Driver should grip steering wheel firmly with both hands and passenger hold right and overhead handgrips firmly.

Off-Highway Use Only

This vehicle is not an all-terrain vehicle; it is designed and equipped to be a multiuse utility vehicle for off-highway use only. Use of this vehicle on public roads and paved surfaces is hazardous. Do not operate this vehicle on public roads or paved surfaces.

Dress Properly

Proper clothing can make driving more comfortable and reduce the severity of injury in the event of an accident.

Always wear appropriate eye protection, protective clothing, and properly fitting D.O.T. approved helmet.

Wearing Seat Belt

Both the operator and passenger must wear the seat belts whenever the vehicle is operated. This will reduce the severity of injury in case of a sudden stop or collision.

This vehicle is designed to carry operator and only one passenger.

Never carry a passenger in the cargo bed.

Also, to avoid injury, always keep arms and legs inside the cab frame while the vehicle is in motion.

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Drive Carefully and with Good Judgement

We want you to be satisfied with your new Kawasaki vehicle, so drive carefully, safely, and exercise good judgement. Practice basic maneuvers so you can drive confidently and safely.

Improper use of this vehicle can be hazardous. Never operate at speeds too fast for your skills or conditions. Handling characteristics of this vehicle change depending upon cargo load and driving modes.

Never Drink and Drive

Alcohol and drugs impair your judgement and slow your reactions. Even drugs prescribed by a physician can be dangerous. Check with your doctor.

Before Starting the Engine

Three “musts” before starting the engine are:

1. Apply the parking brake,
2. Put the gear shift lever in the “N” (neutral) position,
3. Check the throttle pedal for proper operation. It should return to its rest position when released.

Use the Parking Brake

Always apply parking brake before exiting your vehicle.

Modifications and Accessories

Installation of accessories may affect the handling of your vehicle. See the “Loading Information” chapter of this manual for more detailed information. Kawasaki does not recommend that you modify your vehicle in any way. Unauthorized modifications may produce dangerous handling conditions or adversely affect vehicle reliability.

Perform the Daily Safety Checks

Refer to the Daily Safety Checks section for a list of items to check each day before use. Habitual performance of these checks will help to insure safer, more reliable usage. Be sure that any irregularities found during these checks are corrected before operating the vehicle.

Tire Air Pressure

Tire inflation and type can affect the vehicle’s handling characteristics. Check the tire pressure frequently. Use only the recommended tires for replacement.

Refueling

Before refueling the vehicle, shut the engine off and make sure the area is well ventilated and free of any source of flame or sparks. Gasoline is very flammable.

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EMISSION CONTROL INFORMATION

To protect the environment in which we all live, Kawasaki has incorporated crankcase emission (1), exhaust emission (2), and evaporative emission (3) control systems in compliance with applicable regulations of the United States Environmental Protections Agency.

1. Crankcase Emission Control System

A sealed-type crankcase emission control system is used to eliminate blow-by gases. The blow-by gases are led to the breather chamber through the crankcase. Then, it is led to the air cleaner.

Oil is separated from the gases while passing through the inside of the breather chamber from the crankcase, and then returned back to the bottom of the crankcase.

2. Exhaust Emission Control System

The exhaust emission control system applied to this engine family is engine modifications that consist of a modified carburetor and ignition system having optimum ignition timing characteristics.

The carburetor has been calibrated to provide lean air/fuel mixture characteristics and optimum fuel economy with a suitable air cleaner and exhaust system.

A maintenance free ignition system provides the most favorable ignition timing and helps maintain a thorough combustion process within the engine which contributes to a reduction of exhaust pollutants entering the atmosphere.

3. Evaporative Emission Control System

The evaporative emission control system for this vehicle consists of low permeation fuel hoses and a fuel tank.

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Maintenance and Warranty

Proper maintenance is necessary to ensure that your vehicle will continue to have low emission levels. This Owner's Manual contains those maintenance recommendations for your vehicle. Those items identified by the Periodic Maintenance Chart are necessary to ensure compliance with the applicable standards.

As the owner of this vehicle, you have the responsibility to make sure that the recommended maintenance is carried out according to the instructions in this Owner's Manual at your own expense.

You should keep a maintenance record for your vehicle. To assist you in keeping this record, we have provided space at the end of this manual where an authorized Kawasaki dealer, or someone equally competent, can record the maintenance. You should also retain copies of maintenance work orders, bills, etc., as verification of this maintenance.

Tampering with Emission Control System Prohibited

Federal law prohibits the following acts or the causing thereof: (1) the removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purposes of emission control prior to its sale or delivery to the ultimate purchaser or while it is in use, or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

Do not tamper with the original emission related parts:

- Throttle body and internal parts
- Spark plugs
- Magneto or electronic battery ignition system
- Fuel filter/Fuel injector/Fuel pump
- Air cleaner element
- Electronic Control Unit (ECU)

PLEASE DO NOT TAMPER WITH NOISE CONTROL SYSTEM

To minimize the noise emissions from this product, Kawasaki has equipped it with effective intake and exhaust silencing systems. They are designed to give optimum performance while maintaining a low noise level. Please do not remove these systems, or alter them in any way which results in an increase in noise level.

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FOREWORD

Congratulations on your purchase of a new Kawasaki Recreation Utility Vehicle (RUV). It is the result of Kawasaki's engineering expertise and a tradition of manufacturing high-quality consumer products.

Please read this Owner's Manual carefully before starting your new Recreation Utility Vehicle (RUV) so that you will be thoroughly familiar with the proper operation of your vehicle's controls, its features, capabilities, and limitations.

To ensure a long, trouble–free life for your vehicle, give it the proper care and maintenance described in this manual.

For those who would like more detailed information on their vehicle, a Service Manual is available for purchase from any authorized Kawasaki dealer. The Service Manual contains detailed disassembly and maintenance information. Those who plan to do their own work should, of course, be competent mechanics and possess the special tools described in the Service Manual.

Keep this Owner's Manual aboard your vehicle at all times so that you can refer to it whenever you need information.

This manual should be considered a permanent part of the vehicle and should remain with the vehicle when it is sold.

All rights reserved. No part of this publication may be reproduced without our prior written permission.

This publication includes the latest information available at the time of printing. However, there may be minor differences between the actual product and illustrations and text in this manual.

All products are subject to change without prior notice or obligation.

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Consumer Products & Machinery Company

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SPECIFICATIONS

PERFORMANCE		
Maximum Torque		54.0 N·m (5.5 kgf·m, 40 ft·lb) @5,000 r/min (rpm)
Minimum Turning Radius		
Differential Mode (2WD)		4.2 m (13.8 ft)
Locked-Axle Mode (4WD)		5.0 m (16.4 ft)
DIMENSIONS		
Overall Length		2,956 mm (116.38 in.)
Overall Width		1,485 mm (58.46 in.)
Overall Height	KRF750G/H/L:	1,923 mm (75.71 in.)
	KRF750J/K/M:	2,022 mm (79.61 in.)
Wheelbase		1,929 mm (75.94 in.)
Tread:	Front	1,224 mm (48.19 in.)
	Rear	1,198 mm (47.17 in.)
Ground Clearance		297 mm (11.69 in.)
Curb Mass	KRF750G:	629 kg (1,387 lb)
	KRF750H:	631 kg (1,391 lb)
	KRF750J:	640 kg (1,411 lb)
	KRF750K:	642 kg (1,416 lb)
	KRF750L:	626 kg (1,380 lb)
	KRF750M:	652 kg (1,438 lb)
Cargo Bed (L × W × H)		830 × 1,122 × 282 mm (32.68 × 44.09 × 11.10 in.)

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ENGINE

Type		4-stroke, V2-cylinder, SOHC liquid-cooled
Displacement		749 cm³ (45.7 cu in.)
Bore × Stroke		85 × 66 mm (3.35 × 2.60 in.)
Compression Ratio		8.8 : 1
Starting System		Electric starter
Cylinder Numbering Method		Front to rear, 1-2
Firing Order		1-2
Carburetion System		Fuel Injection (Mikuni ϕ34 × 2)
Ignition System		Battery and Coil (Transistorized Ignition)
Ignition Timing		10°/1,100 rpm (BTDC)
Spark Plug		NGK CR7E or DENSO U22ESR-N
Lubrication System		Forced lubrication (wet sump)
Engine Oil		API SF or SG API SH, SJ, SL, or SM with JASO MA, MA1 or MA2 SAE 10W-40
Engine Oil Capacity		2.6 L (2.7 US qt)
Coolant Capacity		3.1 L (3.3 US qt)

DRIVE TRAIN

Driving Type:	Primary	Belt drive torque converter (CVT)
	Final	Shaft 2WD/4WD
Transmission Type		2-speed & reverse, Automatic
Primary Reduction Ratio		3.20 ~ 0.721

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Final Reduction Ratio		4.375
Overall Drive Ratio:	Forward	49.69 ~ 11.19 (High)
		77.51 ~ 17.46 (Low)
	Reverse	64.59 ~ 14.55
Transmission Gear Ratio:	Forward	3.549 (High)
		5.536 (Low)
	Reverse	4.614
Front Final Gear Case Oil	Type	Equivalent to engine oil
	Capacity	0.9 L (0.95 US qt)
Rear Final Gear Case Oil	Type	MOBIL Fluid 424, CITGO TRANSGARD TRACTOR HYDRAULIC FLUID, Exxon Hydraulic 560
	Capacity	1 L (1.1 US qt)

FRAME

Type		Steel tube ladder type
Castor		2.2°
Tire Size:	Front	26 × 8.00 × 12
	Rear	26 × 10.00 × 12
Rim Size:	Front	12 × 6.0
	Rear	12 × 8.0
Fuel Tank Capacity		28 L (7.4 US gal)

ELECTRICAL EQUIPMENT

Battery		12 V 14 Ah

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Headlight		12 V 35/35 W × 2
Tail/Brake Light		12 V 8/27 W

LOAD CAPACITY

Maximum Vehicle Load (Including occupants and cargo)	KRF750G/H:	491 kg (1,083 lb)
	KRF750J/K:	480 kg (1,058 lb)
	KRF750L:	496 kg (1,094 lb)
	KRF750M:	470 kg (1,036 lb)
Maximum Cargo Bed Load		227 kg (500 lb)
Seating Capacity		2 persons

Specifications subject to change without notice.

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SERIAL NUMBER LOCATIONS

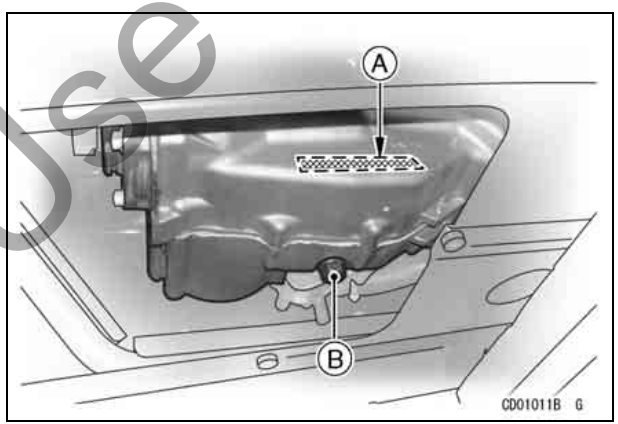
The engine and frame serial numbers are used to register the vehicle. They are the only means of identifying your particular machine from others of the same model type. These serial numbers may be needed by your dealer when ordering parts. In the event of theft, the investigating authorities will require both numbers as well as the model type and any peculiar features of your machine that can help them identify it.

Frame No.



A. Frame Number

Engine No.



A. Engine Number
B. Engine Oil Drain Plug

NOTE

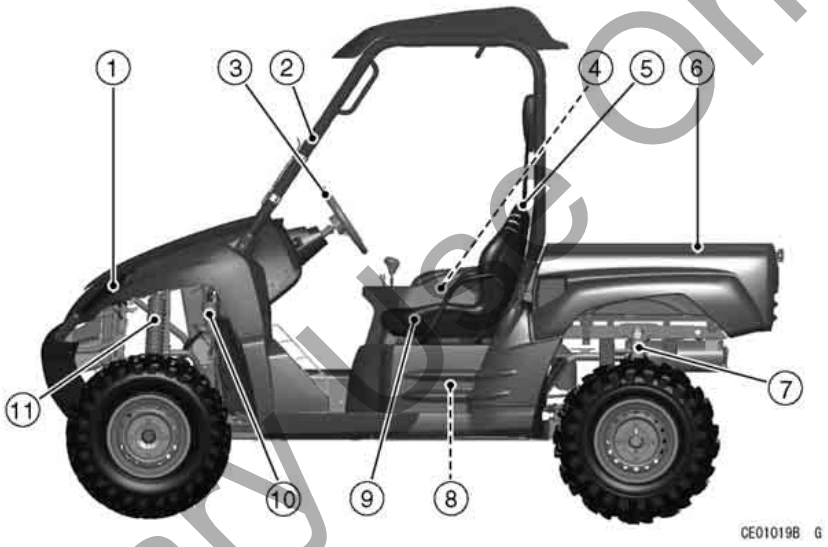
○ *Remove the protective cover under the engine.*

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LOCATION OF PARTS

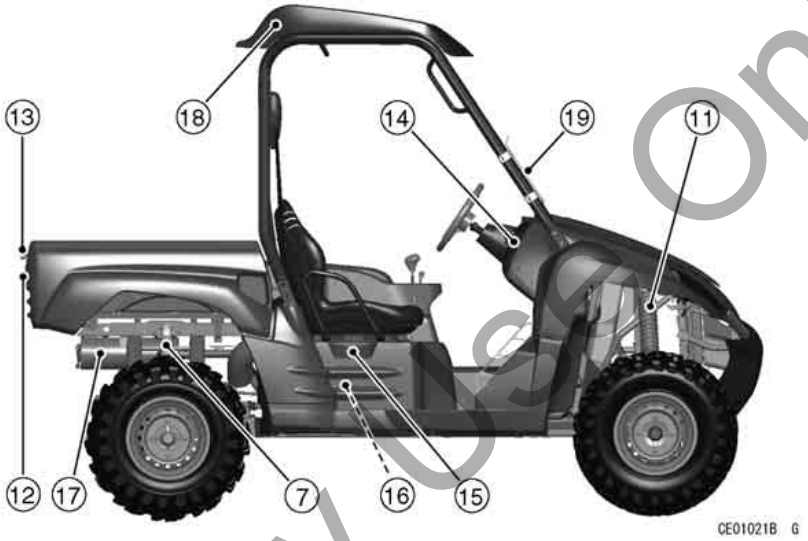


1. Headlights
2. Cab Frame
3. Steering Wheel
4. Air Cleaner
5. Seat Belts
6. Cargo Bed
7. Rear Shockabsorbers
8. Battery & Fuses
9. Seats
10. Brake Fluid Reservoir
11. Front Shockabsorbers

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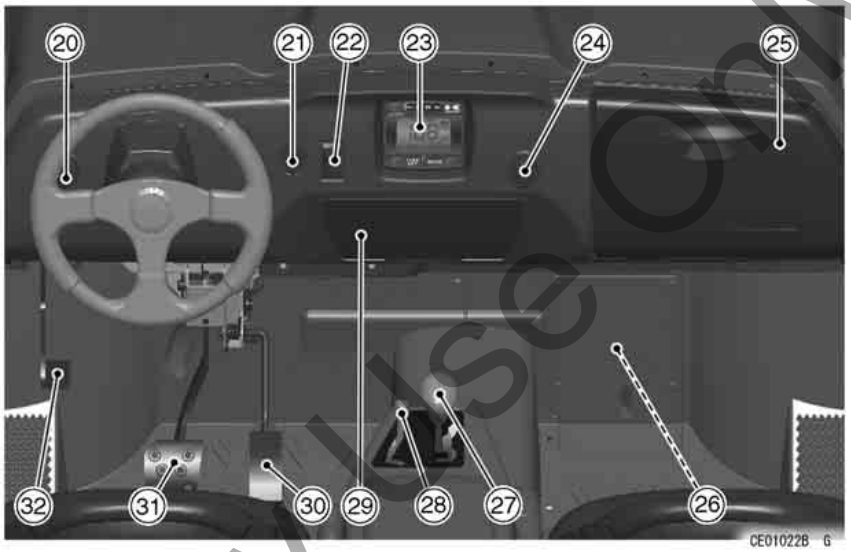


12. Tail Gate
13. Tail Gate Latch Lever
14. Dashboard
15. Fuel Tank & Cap
16. Belt Drive Torque Converter
17. Muffler
18. Cowling (KRF750J/K & KRF750M only)
19. Windshield (do.)

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20. Light Switch
21. Ignition Switch
22. 2WD-4WD Shift Switch
23. Multifunction Meter
24. Power Outlet Connector
25. Glove Compartment
26. Coolant Tank
27. Gear Shift Lever
28. Differential Shift Lever
29. Cupholders (except KRF750G/H)
30. Throttle Pedal
31. Brake Pedal
32. Parking Brake Pedal

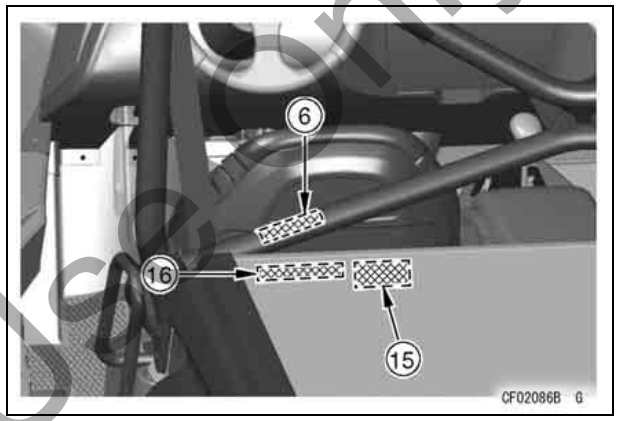
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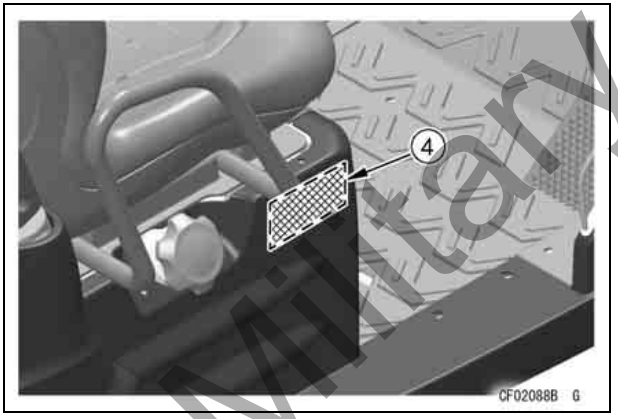
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LOCATION OF LABELS





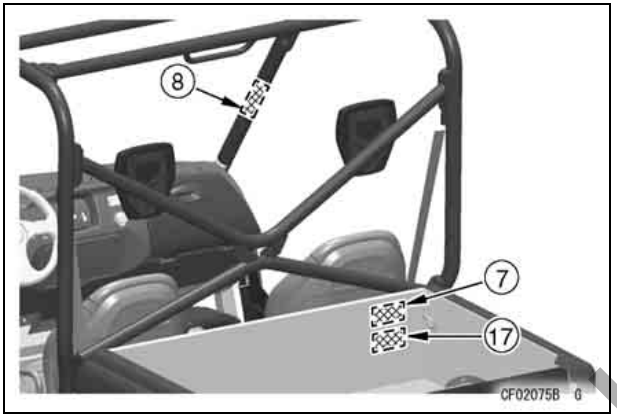


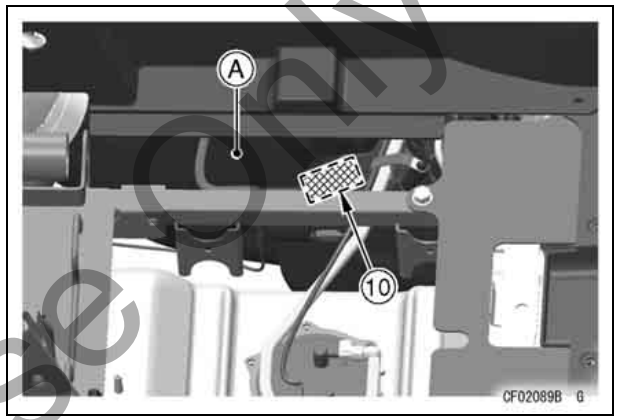
1. Warning (General)
2. Caution (Shifting)
3. Parking Lever Release Operation
4. Warning (Refueling)
6. Specification (Rops)
15. Warning (Cargo Bed)
16. Caution (Cargo Bed)

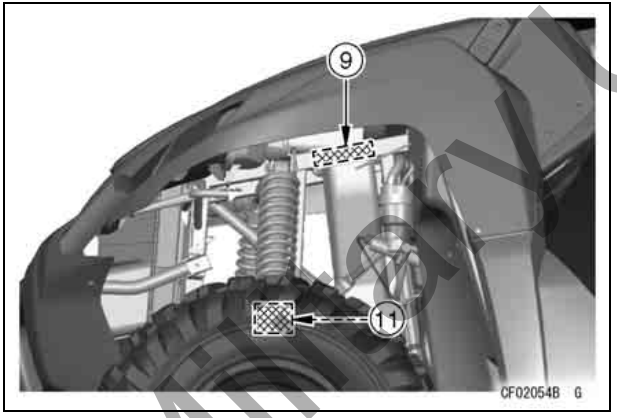
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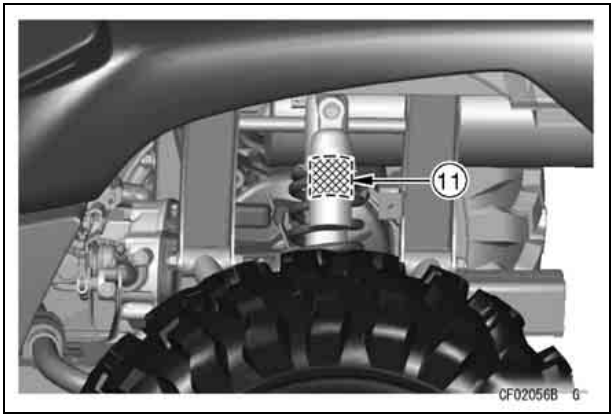


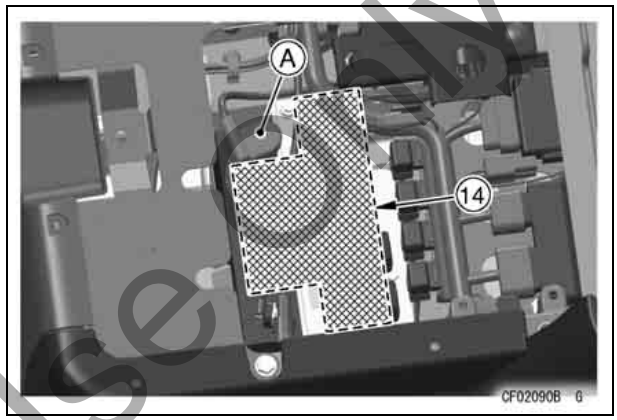
7. Warning (Cargo)
8. Tire Information
9. Specification
10. Protective Cover Warning
(A. Torque Converter)
11. Warning (Shock Absorber)
17. Warning (Cargo Bed)

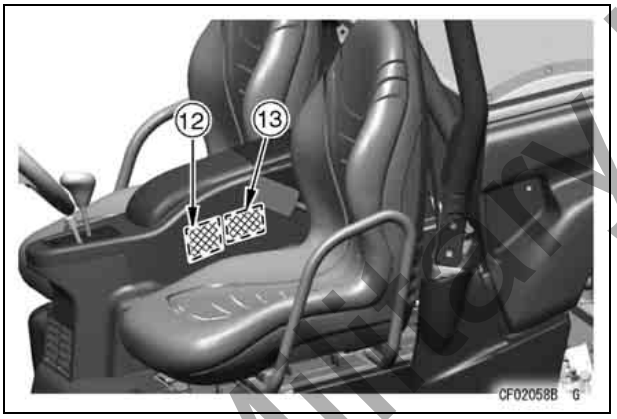
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20 LOCATION OF LABELS







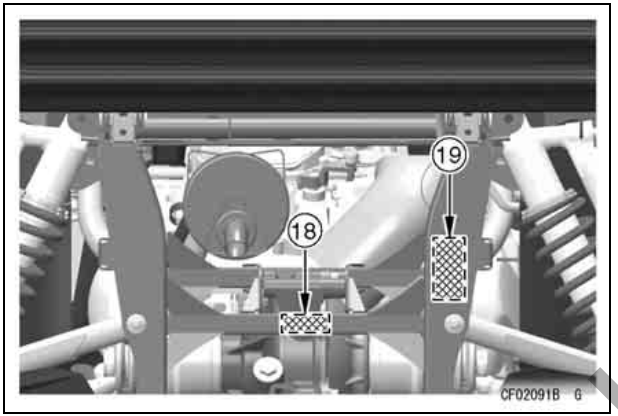
11. Warning (Shock Absorber)
12. Certification (Emission)
13. Important Information (Drive Belt)
14. Danger/Poison (Battery)

(A. Battery)

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18. Specification
19. Warning (Trailer Towing)

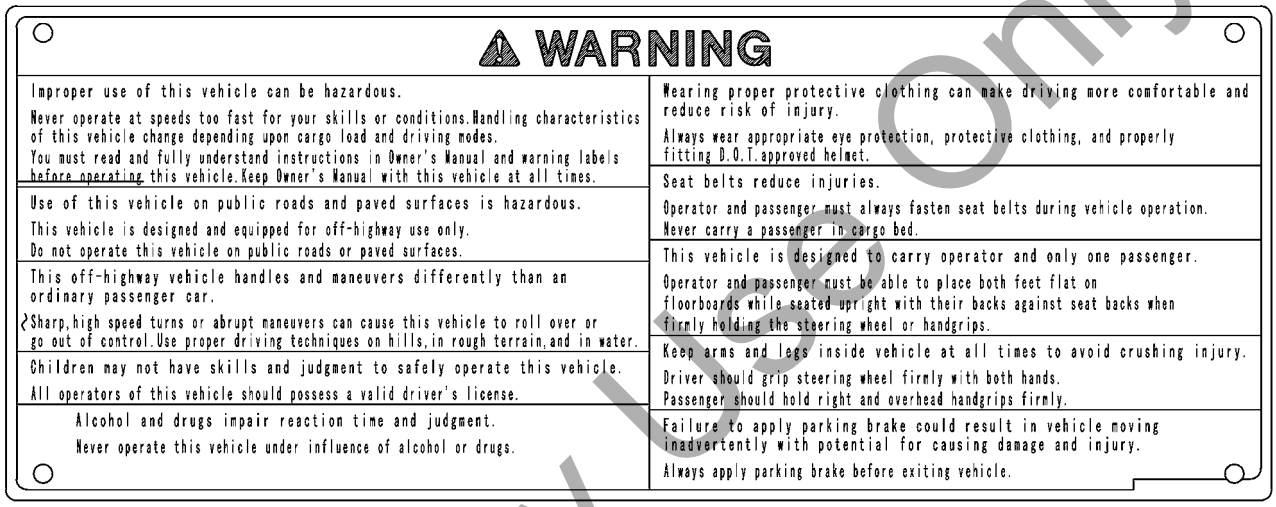
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22 LOCATION OF LABELS

(1)



56071-0068

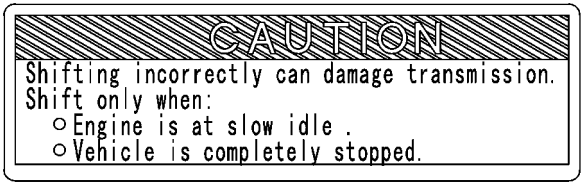
CF03187BN4 C

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(2)



56071-0088

CF03299BM2 C

(4)



56071-7501

CF03171BM2 C

(3)



56030-0213

CF03210BM2 C

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(6)

MFD. BY KAWASAKI MOTORS MFG., CORP., U.S.A., LINCOLN, NE

This structure meets ROPS requirements for wheeled tractors under SAE J1194, 7.1.1, 7.1.2, 7.4 and 7.5. This structure also meets FMVSS 216 Roof Crush resistance requirement.

56053-7515

CF03126BM5 C

(7)

⚠ WARNING

- Always be sure to secure cargo before operating to reduce the possibility of cargo moving forward into the occupant compartment during sudden maneuvers, rapid braking or a collision.
- Always make sure any sharp edges on cargo are covered to prevent contact with the occupants in the event the cargo moves forward.

56071-0048

CF03183BM2 C

(8) (KRF750G/H)

IMPORTANT INFORMATION

- TIRES
  FRONT: 26× 8.00-12
  REAR : 26×10.00-12
- COLD TIRE PRESSURE
  FRONT: 8.7psi {60kPa}
  REAR : 13.1psi {90kPa}
- MAX. VEHICLE LOAD; 491kgf{1082lbs}
  (INCLUDING OCCUPANTS AND CARGO)
- TRALLER
  MAX. TRAILER TONGUE WEIGHT: 40kgf{88lbs}
  MAX. TRAILER WEIGHT: 590kgf{1300lbs}
  (TRAILER PLUS CARGO WEIGHT)
  DO NOT CARRY PASSENGERS ON TRAILER.
- MODEL; KRF750G/H

56053-0371

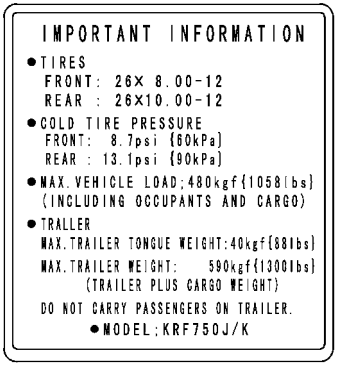
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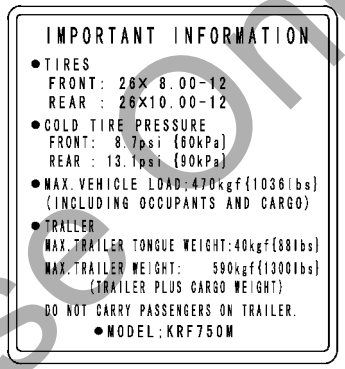
(8) (KRF750J/K)



56053-0372

CF03318BM2 C

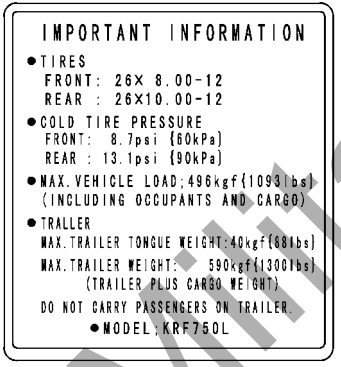
(8) (KRF750M)



56053-0374

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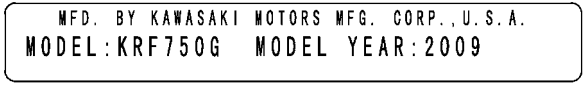
(8) (KRF750L)



56053-0373

CF03319BM2 C

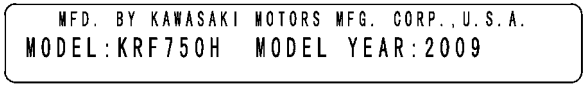
(9) (KRF750G)



56053-0365

CF03311BN6 C

(9) (KRF750H)



56053-0366

CF03312BN6 C

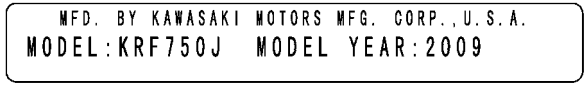
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26 LOCATION OF LABELS

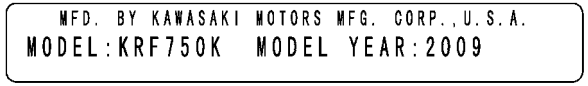
(9) (KRF750J)



56053-0367

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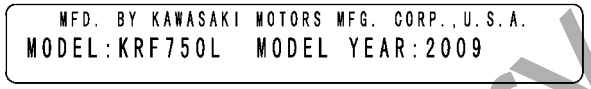
(9) (KRF750K)



56053-0368

CF03314BN6 C

(9) (KRF750L)



56053-0369

CF03315BN6 C

(9) (KRF750M)



56053-0370

CF03316BN6 C

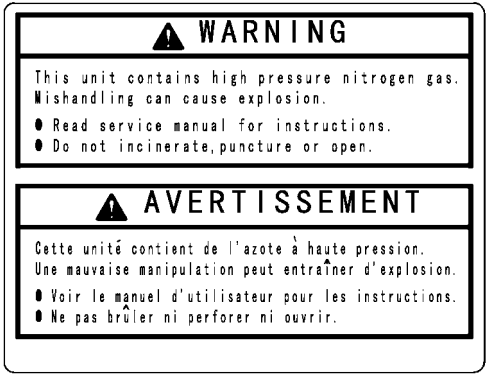
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56070-1269

BD03053BM2 C

(11)



BD03377BM2 C

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(12) (KRF750G)

VEHICLE EMISSION CONTROL INFORMATION	
ENGINE FAMILY CODE	9KAXX.749AAD
PERMEATION FAMILY	3KAXPP403B02
MODEL(S)	KRF750G9
EXHAUST EMISSION CONTROL SYSTEM	SFI+ 2TWC
DISPLACEMENT	0.749 L
TUNE UP SPECIFICATIONS	
IGNITION TIMING	10° BTDC AT 1100 RPM
IDLE SPEED	1100 ± 50 RPM IN NEUTRAL
IDLE AIR FUEL MIXTURE SETTING	NO ADJUSTMENT
VALVE CLEARANCE (ENGINE COLD)	INTAKE : 0.10-0.15 MM (0.0039-0.0059 IN) EXHAUST : 0.20-0.25 MM (0.0079-0.0098 IN)
SPARK PLUG	CR7E (NGK) OR U22ESR-N (DENSO) SPARK PLUG GAP : 0.7-0.8 MM (0.028-0.032 IN)
FUEL	THIS VEHICLE IS CERTIFIED TO OPERATE ON INDOLENE : 91 MIN(RON).
ENGINE OIL	SERVICE RATING:(API)SF OR SG :(API)SH,SJ OR SL WITH JASO MA VISCOSITY SAE 10W-40 SEE THE OWNER'S MANUAL FOR OIL INFORMATION.
THIS VEHICLE CONFORMS TO U.S.EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2009 MODEL YEAR ALL-TERRAIN VEHICLES AND OFF-ROAD SPORT VEHICLES AND IS CERTIFIED TO EPA 13.4 G/KW-HR HC+NOX, 400 G/KW-HR CO AND CALIFORNIA 12.0 G/KW-HR HC+NOX ENGINE FAMILY EXHAUST EMISSION STANDARD KAWASAKI MOTORS MFG. CORP., U.S.A.	

59464-1607

CF03301BM2 C

(12) (KRF750J)

VEHICLE EMISSION CONTROL INFORMATION	
ENGINE FAMILY CODE	9KAXX.749AAD
PERMEATION FAMILY	3KAXPP403B02
MODEL(S)	KRF750J9
EXHAUST EMISSION CONTROL SYSTEM	SFI+ 2TWC
DISPLACEMENT	0.749 L
TUNE UP SPECIFICATIONS	
IGNITION TIMING	10° BTDC AT 1100 RPM
IDLE SPEED	1100 ± 50 RPM IN NEUTRAL
IDLE AIR FUEL MIXTURE SETTING	NO ADJUSTMENT
VALVE CLEARANCE (ENGINE COLD)	INTAKE : 0.10-0.15 MM (0.0039-0.0059 IN) EXHAUST : 0.20-0.25 MM (0.0079-0.0098 IN)
SPARK PLUG	CR7E (NGK) OR U22ESR-N (DENSO) SPARK PLUG GAP : 0.7-0.8 MM (0.028-0.032 IN)
FUEL	THIS VEHICLE IS CERTIFIED TO OPERATE ON INDOLENE : 91 MIN(RON).
ENGINE OIL	SERVICE RATING:(API)SF OR SG :(API)SH,SJ OR SL WITH JASO MA VISCOSITY SAE 10W-40 SEE THE OWNER'S MANUAL FOR OIL INFORMATION.
THIS VEHICLE CONFORMS TO U.S.EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2009 MODEL YEAR ALL-TERRAIN VEHICLES AND OFF-ROAD SPORT VEHICLES AND IS CERTIFIED TO EPA 13.4 G/KW-HR HC+NOX, 400 G/KW-HR CO AND CALIFORNIA 12.0 G/KW-HR HC+NOX ENGINE FAMILY EXHAUST EMISSION STANDARD KAWASAKI MOTORS MFG. CORP., U.S.A.	

59464-1609

CF03304BM2 C

(12) (KRF750H)

VEHICLE EMISSION CONTROL INFORMATION	
ENGINE FAMILY CODE	9KAXX.749AAD
PERMEATION FAMILY	3KAXPP403B02
MODEL(S)	KRF750H9
EXHAUST EMISSION CONTROL SYSTEM	SFI+ 2TWC
DISPLACEMENT	0.749 L
TUNE UP SPECIFICATIONS	
IGNITION TIMING	10° BTDC AT 1100 RPM
IDLE SPEED	1100 ± 50 RPM IN NEUTRAL
IDLE AIR FUEL MIXTURE SETTING	NO ADJUSTMENT
VALVE CLEARANCE (ENGINE COLD)	INTAKE : 0.10-0.15 MM (0.0039-0.0059 IN) EXHAUST : 0.20-0.25 MM (0.0079-0.0098 IN)
SPARK PLUG	CR7E (NGK) OR U22ESR-N (DENSO) SPARK PLUG GAP : 0.7-0.8 MM (0.028-0.032 IN)
FUEL	THIS VEHICLE IS CERTIFIED TO OPERATE ON INDOLENE : 91 MIN(RON).
ENGINE OIL	SERVICE RATING:(API)SF OR SG :(API)SH,SJ OR SL WITH JASO MA VISCOSITY SAE 10W-40 SEE THE OWNER'S MANUAL FOR OIL INFORMATION.
THIS VEHICLE CONFORMS TO U.S.EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2009 MODEL YEAR ALL-TERRAIN VEHICLES AND OFF-ROAD SPORT VEHICLES AND IS CERTIFIED TO EPA 13.4 G/KW-HR HC+NOX, 400 G/KW-HR CO AND CALIFORNIA 12.0 G/KW-HR HC+NOX ENGINE FAMILY EXHAUST EMISSION STANDARD KAWASAKI MOTORS MFG. CORP., U.S.A.	

59464-1608

CF03303BM2 C

(12) (KRF750K)

VEHICLE EMISSION CONTROL INFORMATION	
ENGINE FAMILY CODE	9KAXX.749AAD
PERMEATION FAMILY	3KAXPP403B02
MODEL(S)	KRF750K9
EXHAUST EMISSION CONTROL SYSTEM	SFI+ 2TWC
DISPLACEMENT	0.749 L
TUNE UP SPECIFICATIONS	
IGNITION TIMING	10° BTDC AT 1100 RPM
IDLE SPEED	1100 ± 50 RPM IN NEUTRAL
IDLE AIR FUEL MIXTURE SETTING	NO ADJUSTMENT
VALVE CLEARANCE (ENGINE COLD)	INTAKE : 0.10-0.15 MM (0.0039-0.0059 IN) EXHAUST : 0.20-0.25 MM (0.0079-0.0098 IN)
SPARK PLUG	CR7E (NGK) OR U22ESR-N (DENSO) SPARK PLUG GAP : 0.7-0.8 MM (0.028-0.032 IN)
FUEL	THIS VEHICLE IS CERTIFIED TO OPERATE ON INDOLENE : 91 MIN(RON).
ENGINE OIL	SERVICE RATING:(API)SF OR SG :(API)SH,SJ OR SL WITH JASO MA VISCOSITY SAE 10W-40 SEE THE OWNER'S MANUAL FOR OIL INFORMATION.
THIS VEHICLE CONFORMS TO U.S.EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2009 MODEL YEAR ALL-TERRAIN VEHICLES AND OFF-ROAD SPORT VEHICLES AND IS CERTIFIED TO EPA 13.4 G/KW-HR HC+NOX, 400 G/KW-HR CO AND CALIFORNIA 12.0 G/KW-HR HC+NOX ENGINE FAMILY EXHAUST EMISSION STANDARD KAWASAKI MOTORS MFG. CORP., U.S.A.	

59464-1610

CF03306BM2 C

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28 LOCATION OF LABELS

(12) (KRF750L)

VEHICLE EMISSION CONTROL INFORMATION	
ENGINE FAMILY CODE	9KAXX.749AAD
PERMEATION FAMILY	9KAZPP403B02
MODEL(S)	KRF750L9
EXHAUST EMISSION CONTROL SYSTEM	SFI+ 2WC
DISPLACEMENT	0.749 L
TUNE UP SPECIFICATIONS	
IGNITION TIMING	10° BTDC AT 1100 RPM
IDLE SPEED	1100 ± 50 RPM IN NEUTRAL
IDLE AIR FUEL MIXTURE SETTING	NO ADJUSTMENT
VALVE CLEARANCE (ENGINE COLD)	INTAKE : 0.10-0.15 MM (0.0039-0.0059 IN) EXHAUST : 0.20-0.25 MM (0.0079-0.0098 IN)
SPARK PLUG	CR7E (NGK) OR U22ESR-N (DENSO) SPARK PLUG GAP : 0.7-0.8 MM (0.028-0.032 IN)
FUEL	THIS VEHICLE IS CERTIFIED TO OPERATE ON UNLEADED GASOLINE : 91 MIN.(RON).
ENGINE OIL	SERVICE RATING: (API) SF OR SG : (API) SM, SJ OR SL WITH JASO MA VISCOSITY : SAE 10W-40 SEE THE OWNER'S MANUAL FOR OIL INFORMATION.
THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2009 MODEL YEAR ALL-TERRAIN VEHICLES AND OFF-ROAD SPORT VEHICLES AND IS CERTIFIED TO EPA 13.4 G/KW-HR HC+NOX, 400 G/KW-HR CO AND CALIFORNIA 12.0 G/KW-HR HC+NOX ENGINE FAMILY EXHAUST EMISSION STANDARD KAWASAKI MOTORS MFG. CORP., U.S.A.	

59464-1611

CF03308BM2 C

(12) (KRF750M)

VEHICLE EMISSION CONTROL INFORMATION	
ENGINE FAMILY CODE	9KAXX.749AAD
PERMEATION FAMILY	9KAZPP403B02
MODEL(S)	KRF750M9
EXHAUST EMISSION CONTROL SYSTEM	SFI+ 2WC
DISPLACEMENT	0.749 L
TUNE UP SPECIFICATIONS	
IGNITION TIMING	10° BTDC AT 1100 RPM
IDLE SPEED	1100 ± 50 RPM IN NEUTRAL
IDLE AIR FUEL MIXTURE SETTING	NO ADJUSTMENT
VALVE CLEARANCE (ENGINE COLD)	INTAKE : 0.10-0.15 MM (0.0039-0.0059 IN) EXHAUST : 0.20-0.25 MM (0.0079-0.0098 IN)
SPARK PLUG	CR7E (NGK) OR U22ESR-N (DENSO) SPARK PLUG GAP : 0.7-0.8 MM (0.028-0.032 IN)
FUEL	THIS VEHICLE IS CERTIFIED TO OPERATE ON UNLEADED GASOLINE : 91 MIN.(RON).
ENGINE OIL	SERVICE RATING: (API) SF OR SG : (API) SM, SJ OR SL WITH JASO MA VISCOSITY : SAE 10W-40 SEE THE OWNER'S MANUAL FOR OIL INFORMATION.
THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2009 MODEL YEAR ALL-TERRAIN VEHICLES AND OFF-ROAD SPORT VEHICLES AND IS CERTIFIED TO EPA 13.4 G/KW-HR HC+NOX, 400 G/KW-HR CO AND CALIFORNIA 12.0 G/KW-HR HC+NOX ENGINE FAMILY EXHAUST EMISSION STANDARD KAWASAKI MOTORS MFG. CORP., U.S.A.	

59464-1612

CF03310BM2 C

(13)

IMPORTANT DRIVE BELT INFORMATION

Neglect, abuse, or failure to maintain the transmission can result in belt damage and failure.

Inspection of the transmission drive belt is required at least every 200 hours or every 180 days of vehicle use (average 20 km/day or 13 mi./day) not to exceed 4,000 km or 2,500 mi. since drive belts wear with normal use. More frequent inspection is necessary if the vehicle is subjected to hard usage. If excessive belt slippage occurs, do not ride the vehicle until damaged components are repaired. Refer to your Owner's Manual.

56033-0236

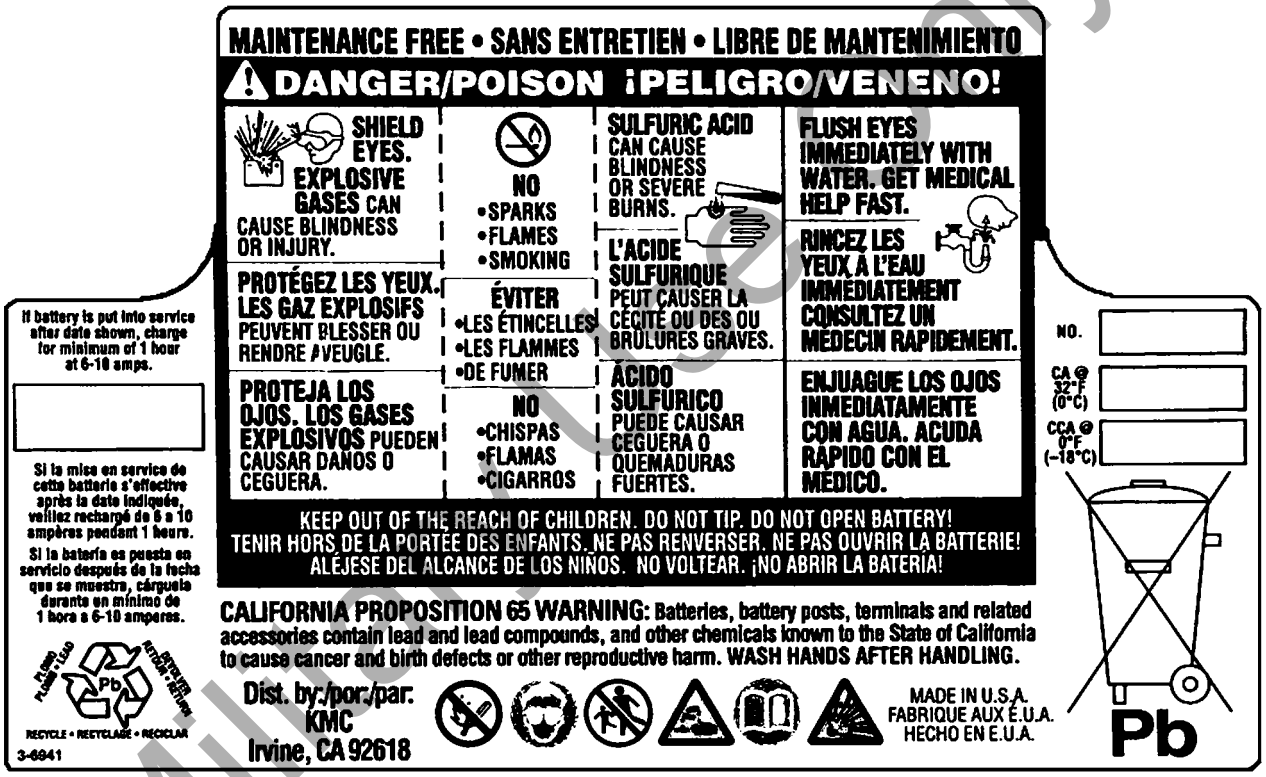
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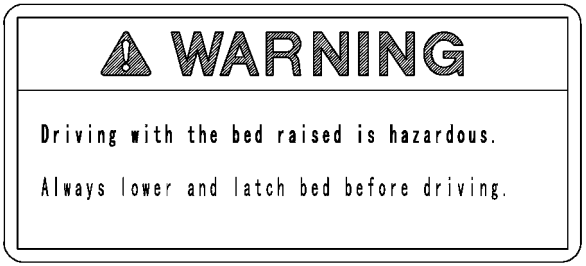
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30 LOCATION OF LABELS

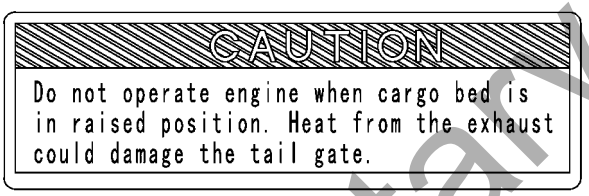
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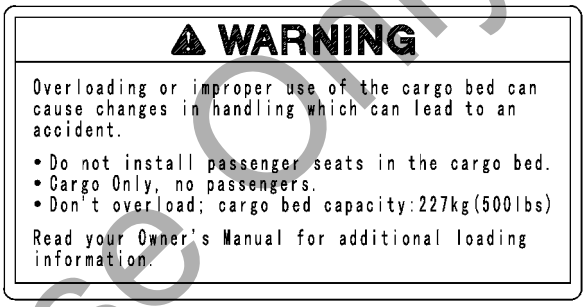
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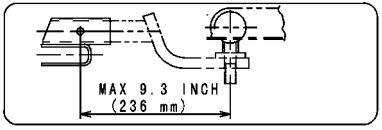
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59071-0113

CF03295BM2 C

(18)



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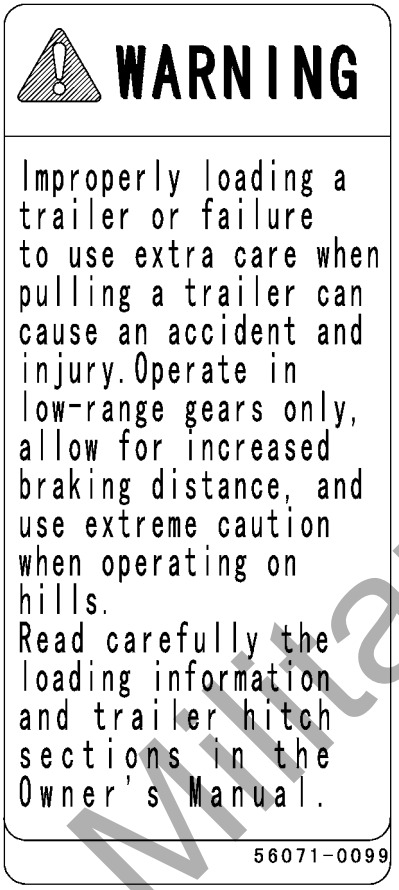
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(19)



CF03276BN5 C

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LOADING INFORMATION

⚠ WARNING

Incorrect loading, improper installation or use of accessories, or modification of your vehicle may result in an unsafe operating condition. Before you operate it, make sure that the vehicle is not overloaded and that you have followed these instructions.

With the exception of genuine Kawasaki Parts and Accessories, Kawasaki has no control over the design or application of accessories. In some cases, improper installation or use of accessories, or vehicle modifications, will void the utility vehicle warranty. In selecting and using accessories, and in loading the vehicle, you are personally responsible for your own safety and the safety of other person involved.

NOTE

○ *Kawasaki Parts and Accessories have been specially designed for use on Kawasaki utility vehicles. We strongly recommend that all parts and accessories you add to your vehicle be genuine Kawasaki components.*

Because any vehicle is sensitive to increases in weight and changes in weight distribution, you must take care in carrying cargo. The following general guidelines have been prepared to help you make your determinations.

- Reduce speed when carrying cargo. Braking distance is increased. Use extreme caution when climbing and descending hills, and traversing slopes. Carrying cargo and pulling a trailer can make the vehicle difficult to steer and may affect vehicle handling in an unpredictable manner.
- Do not operate this vehicle faster than 16 km/h (10 mph) when pulling a trailer.
- All cargo should be carried as low as possible to reduce the effect on the vehicle's center of gravity. Cargo weight should be equally distributed from side to side. This helps maintain stability by centralizing weight. Avoid carrying cargo that extends beyond the rear of the vehicle. Do not carry cargo on top of the cab frame.
- Do not carry more than 227 kg (500 lb) in the cargo bed.
- Cargo should be securely anchored. Make sure the cargo will not move around while the vehicle is moving. Recheck cargo security as often as possible (while the vehicle is stopped) and adjust as necessary.
- Cargo net is provided and firmly bolted at the cargo bed front. This net can be installed vertically or horizontally depending on the cargo-loading condition. (Refer to the "Cargo Net" section in the GENERAL INFORMATION chapter.)

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CAUTION

The front body work and fenders are not designed to carry cargo or to support your weight.

- Always subtract trailer tongue weight from the Maximum Load capacity. Refer to the “Trailer Hitch Bracket” section in the “General Information” chapter.

Maximum Load

Weight of operator, passenger, and cargo must not exceed:

KRF750G/H	KRF750J/K	KRF750L	KRF750M
491 kg (1,083 lb)	480 kg (1,058 lb)	496 kg (1,094 lb)	470 kg (1,036 lb)

- This vehicle is not designed to carry passengers in the cargo bed. Installing additional passenger seating or carrying passengers in the cargo bed can cause changes in vehicle handling.

⚠ WARNING

Passengers riding in the cargo bed can be tossed about or even thrown out causing serious injury or death.
Do not install seating or carry passengers in the cargo bed.

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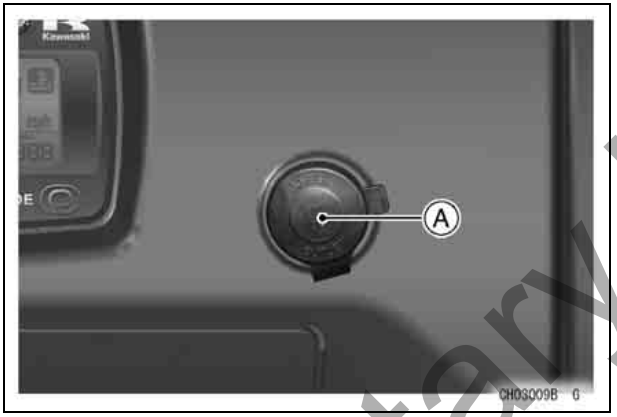
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GENERAL INFORMATION

Power Outlet Connector

The electrical accessory 12 volt connector is located on the dashboard.

An auxiliary light or other optional light, or an accessory may be connected to this connector.



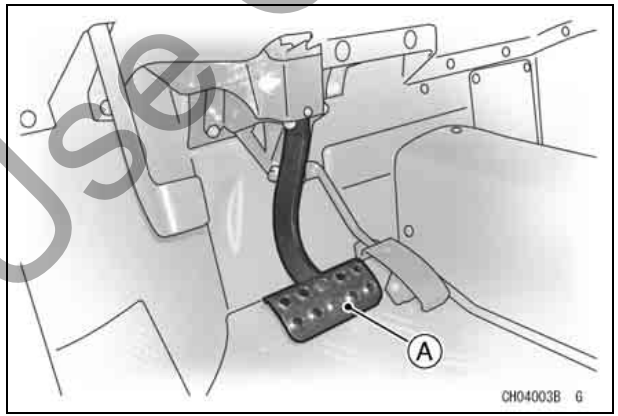
A. Connector

CAUTION

Do not connect a light or load of more than 120 watts to this connector, or the battery may rapidly discharge.

Brake Pedal

The brake pedal is the left pedal on the foot board. Depress the pedal to slow or stop the vehicle.



A. Brake Pedal

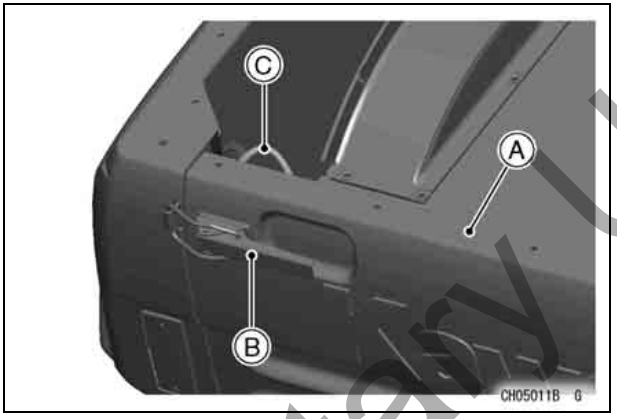
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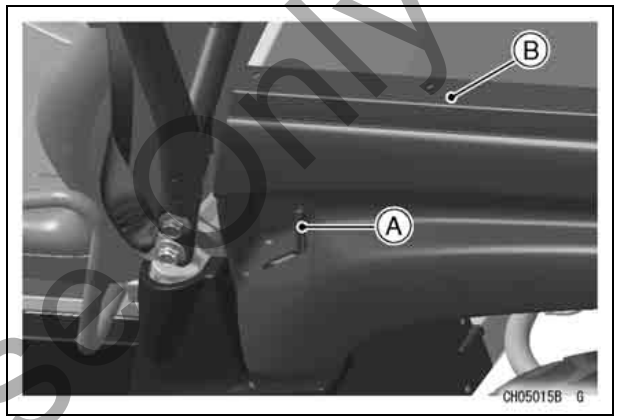
Cargo Bed

For loading and unloading, the tail gate of the cargo bed can be opened. To open the tail gate, release the latches and lower the tail gate. Wire loops hold the tail gate level with the cargo bed. To close the tail gate, lift into upright position and secure firmly with the latches.

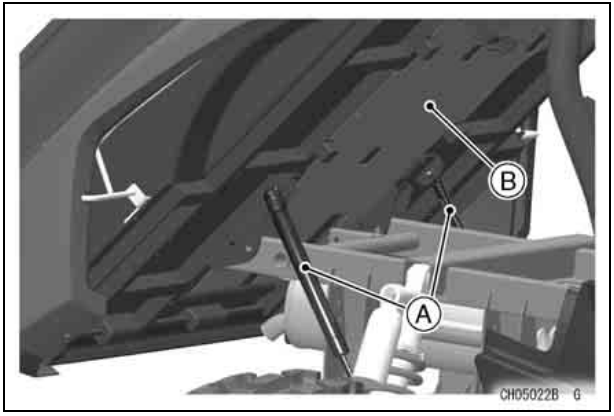


A. Tail Gate
B. Latch Handle
C. Wire Loop

The cargo bed can be tilted by releasing the latch on either side and then lifting the cargo bed up slowly until it stops. The bed is supported in the tilted position with supporting dampers. To lower, push the cargo bed down into place and be sure it locks into original position.



A. Latch Lever
B. Cargo Bed



A. Supporting Damper
B. Cargo Bed (Tilted Condition)

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CAUTION

Do not carry more than the maximum load stated here in the cargo bed.

Maximum Load:

227 kg (500 lb)

⚠ WARNING

Overloading or improper use of the cargo bed can cause changes in handling which can lead to an accident. Follow guidelines provided in the "LOADING INFORMATION" chapter.
Passengers riding in the cargo bed can be tossed about or even thrown out causing serious injury or death. Do not install seating or carry passengers in the cargo bed.
Driving with the cargo bed tilted may be hazardous. Always lower and latch the bed before driving. Be careful not to catch any part of your body, such as hands or arms, between the bed and cab frame or vehicle frame when lifting and lowering the bed.

CAUTION

Do not operate engine when cargo bed is in raised position. Heat from the exhaust could damage the tail gate.

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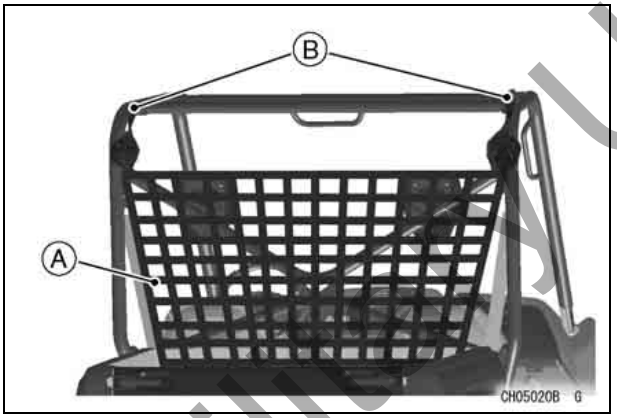
Cargo Net

This vehicle is equipped with a cargo net that is firmly bolted to the front of the cargo bed and it should not be detached.

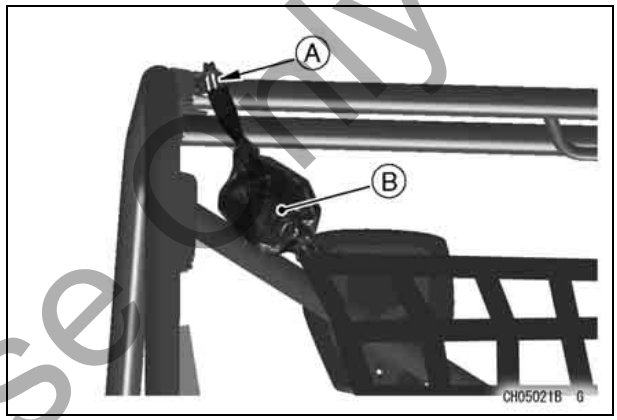
This net should be installed vertically or horizontally depending on the cargo loading condition.

Refer to the “LOADING INFORMATION” for more information.

The net should be installed with appropriate tension by adjusting the attached buckles.



A. Cargo Net
B. Hook Latches



A. Hook Latch
B. Net Tension Adjusting Buckle (in the cover)

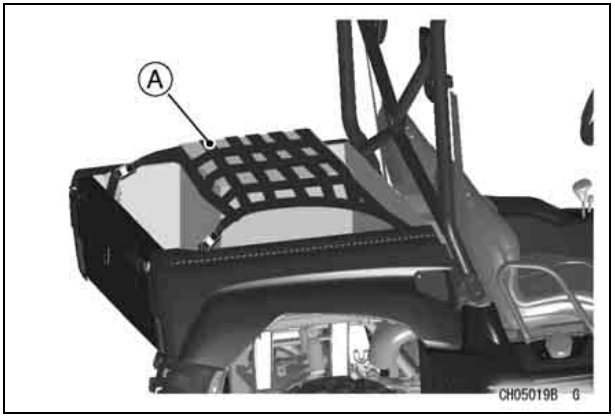
NOTE

○ *When the buckle cover is opened for net adjustment, be sure to install the cover back in place with the buckle and loose net strap completely enclosed.*

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A. Cargo Net

Cargo net needs to be checked periodically for wear/tear and damage.

Refer to the “Daily Safety Checks” section in the “HOW TO OPERATE” chapter.

Multifunction Meter

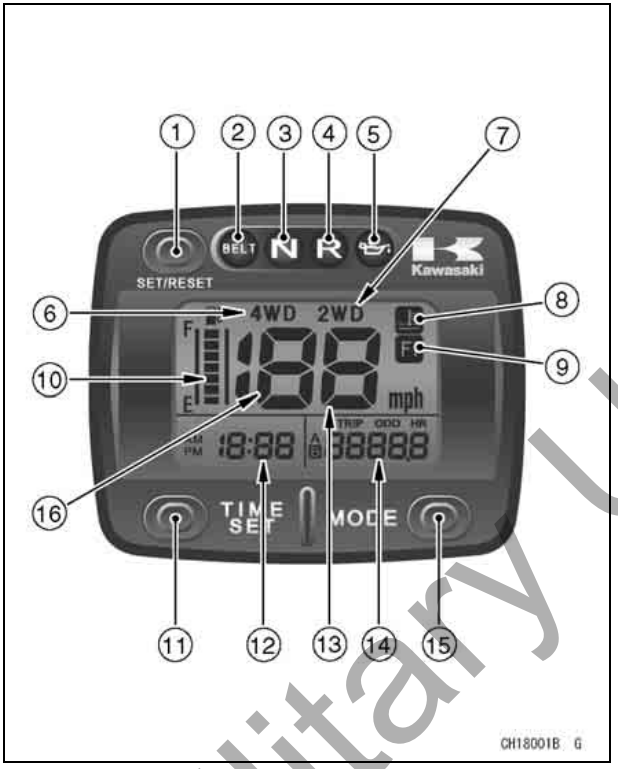
In the meter display face are the "LCD" (Liquid Crystal Display) speedometer, parking brake indicator, coolant temperature warning symbol, FI warning symbol, clock, 4WD/2WD indicator light, fuel level gauge, and odometer/trip meter/hour meter. An "LED" (Light Emitting Diode) is used for the belt indicator light, oil pressure symbol, neutral indicator light and reverse indicator light. Pushing the "MODE" button shifts the display in the odometer/trip meter/hour meter through the four modes; odometer, trip meter A and B, and hour meter.

When the ignition switch is turned on, all the "LCD" segments are displayed for one second, then the clock and meters operate normally depending on the mode selected.

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1. "SET/RESET" Button
2. Belt Check Indicator Light
3. Neutral Indicator Light
4. Reverse Indicator Light
5. Oil Pressure Warning Light
6. "4WD" Indicator Light
7. "2WD" Indicator Light
8. Coolant Temperature Warning Symbol
9. FI Warning Symbol
10. Fuel Level Gauge
11. "TIME SET" Button
12. Clock
13. Speedometer
14. Trip Meter/Odometer/Hour Meter
15. "MODE" Button
16. Parking Brake Indicator

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Speedometer:

The speedometer shows the speed of the vehicle.



Fuel Level Gauge Symbol:

The fuel in the fuel tank is shown in segments. All 7 segments are displayed when the fuel tank is full. As fuel is consumed the segments go out accordingly. When the bottom segment is reached, it will begin flashing to warn of a low fuel level.

When it begins flashing 6 liters (6.3 U.S. qt) of fuel remain. Fill the fuel tank as soon as possible because there is no reserve tank in this vehicle (see the Fuel Tank section).



Coolant Temperature Warning Symbol:

The coolant temperature warning symbol flashes whenever the coolant temperature rises too high while the vehicle is in operation. If it stays on, stop the engine and check the coolant level in the reserve tank after the engine cools down.

Also check the breaker of the radiator fan and, if it has functioned, reset the breaker. Be sure to check that the radiator fan is free from mud and other obstacles. See “Cooling System” and “Breaker” sections of MAINTENANCE AND ADJUSTMENT chapter.

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CAUTION

Do not let the engine continue running with a warning symbol flashing. Prolonged engine operation can result in engine damage from overheating.



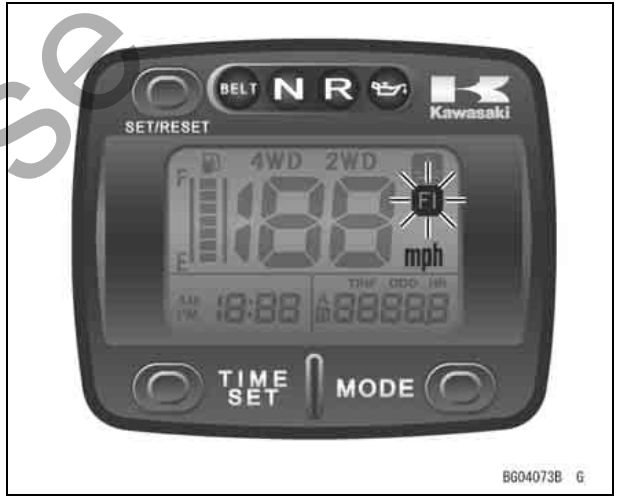
NOTE

○ *When you touch the cooling fan, be sure to disconnect the (–) cable of the battery, since the cooling fan can turn automatically even with the ignition switch off.*

FI Warning Symbol:

The FI warning symbol flashes when fuel-injection -related parts should fail to function properly.

If the symbol starts flashing, have your authorized Kawasaki dealer check the vehicle for the trouble.



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Clock:



To adjust hours and minutes:
1. Push the "TIME SET" button. The hour display starts flashing.
2. Push the "SET/RESET" button to advance the hours.
3. Push the "TIME SET" button. The hour display stops flashing and the minutes display starts flashing.
4. Push the "SET/RESET" button to advance the minutes.
5. Push the "TIME SET" button. The minutes display stops flashing and the clock starts working.

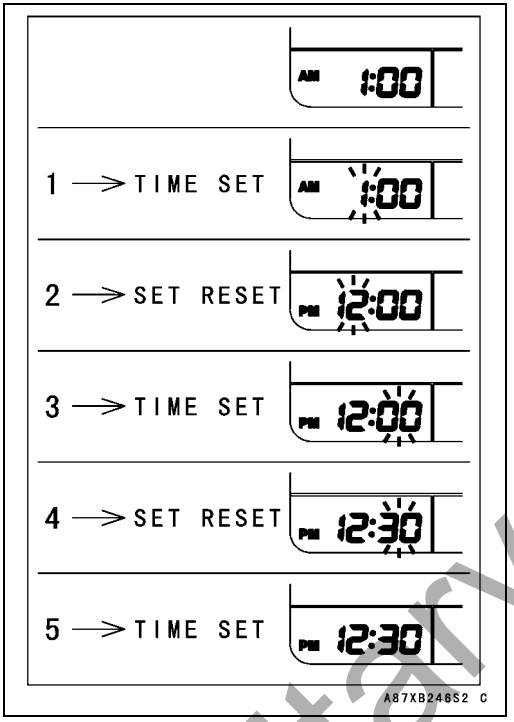
NOTE

- *Pushing the "SET/RESET" button momentarily advances the hour or minute step by step. Pushing and holding the button advances the hour or minute continuously.*
- *The clock works normally from the back-up power while the ignition switch is turned off.*
- *When the battery is disconnected, the clock resets to AM 1:00, and starts working again when the battery is connected.*

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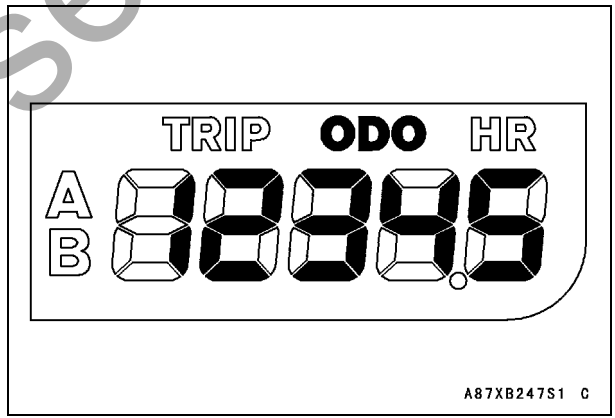


Odometer:

The odometer shows the total distance in miles that the vehicle has been ridden. The meter cannot be reset.

NOTE

- *The data is maintained even if the battery is disconnected.*
- *At 99999 the odometer rolls over to 00000 and continues counting.*



Hour Meter:

The hour meter shows the total hours that the vehicle has been operated. This meter cannot be reset.

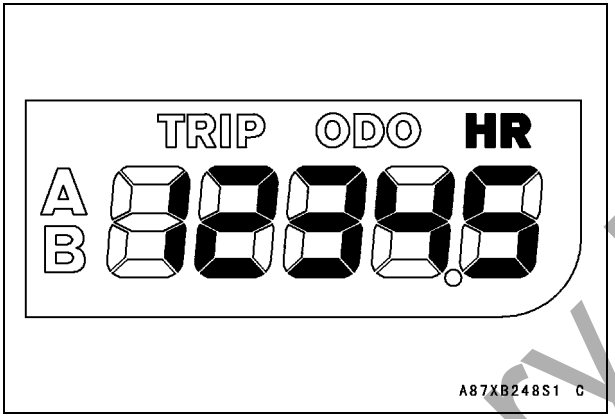
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NOTE

- *The data is maintained even if the battery is disconnected.*
- *When the figures come to 99999, they turn back to 0 and start counting upward again while the vehicle is operated.*



Trip Meter:

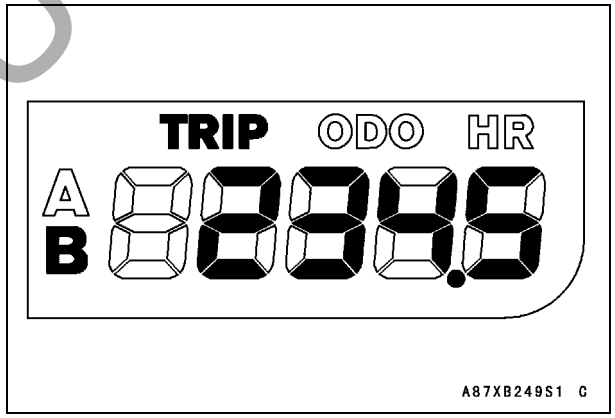
The trip meter shows the distance in miles traveled since it was last reset to zero. This meter has two modes:
A and B.

To reset the trip meter:

1. Push the "SET/RESET" button. The figure display turns to 0.0, and then starts counting when the vehicle is operated. The meter counts until it is next reset.

NOTE

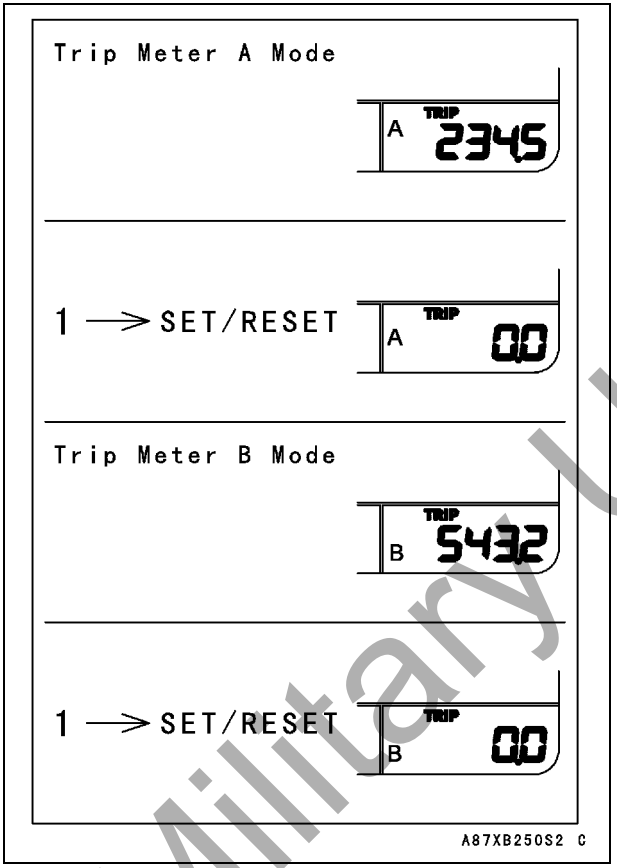
- *The data is maintained by the back-up power if the ignition switch is turned off.*
- *When the trip meter is reset while the vehicle is stopped, it starts counting as soon as the vehicle starts moving.*
- *When the trip meter reaches 999.9 when the vehicle is running, it turns back to 0.0 and starts counting again.*
- *When the battery is disconnected, the meter display resets to 0.0.*



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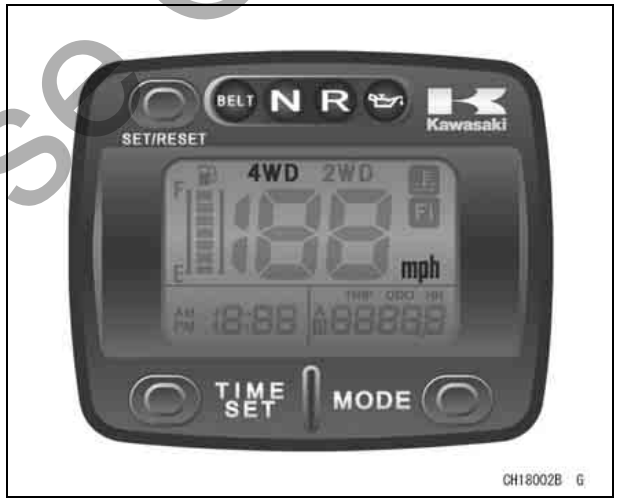
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2WD/4WD Indicator Light:

This ATV can be driven in either "2WD" or "4WD". When the selectable 2WD/4WD shift switch is in "4WD", the "4WD" indicator light will be lit and vice -versa.

After shifting there is a momentary delay before the indicator lights change.



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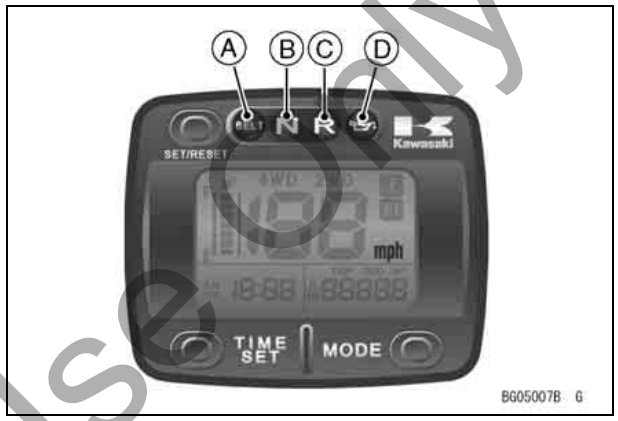
Parking Brake Indicator:

When the parking brake pedal is depressed, a letter P is shown in the speed meter display.

By releasing the pedal, the letter P disappears. Be sure to release the parking brake before driving off.

Refer to the “Parking Brake Lever” section in the GENERAL INFORMATION chapter for releasing the parking brake.





A. Belt Check Indicator Light
B. Neutral Indicator Light
C. Reverse Indicator Light
D. Oil Pressure Warning Symbol

Belt Indicator Light:

This vehicle is equipped with a drive belt protection system that protects the drive belt from wear/tear and damage from excessive load caused by hard usage such as engine revving up while the wheels are stuck and unable to turn or exceeding maximum vehicle loads.

When the protection mode is activated, the Belt Indicator Light will start flashing. Avoid such hard usage to protect the drive belt and take actions to escape from such conditions. Refer to the “When Stuck” section in the HOW TO OPERATE chapter and “Belt Drive Transmission (CVT)” section in the MAITENANCE AND ADJUSTMENT chapter.

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NOTE

○ *This indicator light will go on when the ignition switch is turned on and go off in two seconds.*

Neutral:

When the transmission is in neutral, the neutral indicator light is lit.

Reverse:

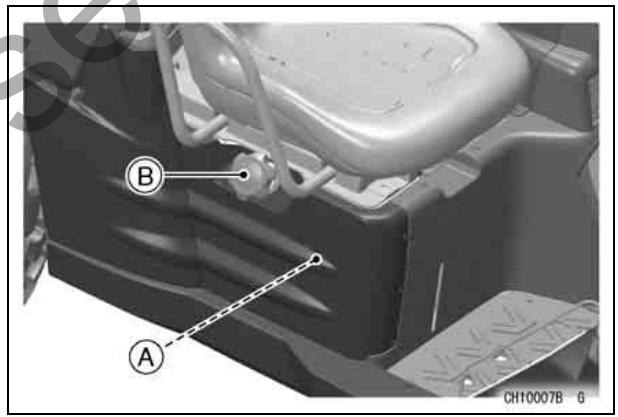
When the transmission is in reverse gear, the reverse indicator light is lit.

Oil Pressure Warning Symbol:

The "LED" (Light Emitting Diode) oil pressure symbol flashes to warn the operator whenever the oil pressure is dangerously low or the ignition key is in the "ON" position with the engine not running, and goes off when the engine oil pressure is high enough. Refer to the MAINTENANCE AND ADJUSTMENT chapter for more detailed engine oil information.

Fuel Tank

The fuel tank is mounted under the right-side seat. Use only gasoline with the recommended octane rating. Avoid filling the tank in the rain or where heavy dust is blowing, so that the fuel does not get contaminated. Never fill the tank completely to the top. As the fuel expands in a warm tank, it may overflow from the vent line.



A. Fuel Tank
B. Filling Cap

NOTE

○ *When filling the tank, remove the seat and observe the fuel level to avoid overfilling.*

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⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. Turn the ignition switch "OFF". Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.
Never fill the tank completely to the top. If the tank is filled completely to the top, heat may cause the fuel to expand and overflow through the vent.
After refueling, make sure the tank cap is closed securely.
If gasoline is spilled on the fuel tank, wipe it off immediately.

Fuel Requirements:
Fuel Type

Use clean, fresh unleaded gasoline with a minimum Antiknock Index of 87. The Antiknock Index is posted on service station pumps in the U.S.A. The octane rating of a gasoline is a measure of its resistance to detonation or "knocking." The Antiknock Index is an average of the Research Octane Number (RON) and the Motor Octane Number (MON) as shown in the table below.

Octane Rating Method		Minimum Rating
Antiknock Index	$\frac{(RON + MON)}{2}$	87

CAUTION

If engine "knocking" or "pinging" occurs, use a different brand of gasoline of a higher octane rating. If this condition is allowed to continue it can lead to severe engine damage.
Gasoline quality is important. Fuels of low quality or not meeting standard industry specifications may result in unsatisfactory performance. Operating problems that result from the use of poor quality or nonrecommended fuel may not be covered under warranty.

Fuels Containing Oxygenates

Gasoline frequently contains oxygenates (alcohols and ethers) especially in areas of the U.S. and Canada which are required to sell such reformulated fuels as part of a strategy to reduce exhaust emissions.

The types and volume of fuel oxygenates approved for use in unleaded gasoline by the U.S. Environmental Protection Agency include a broad range of alcohols and ethers, but only two components have seen any significant level of commercial use.

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Gasoline/Alcohol Blends — Gasoline containing up to 10% ethanol (alcohol produced form agricultural products such as corn), also known as "gasohol" is approved for use.

CAUTION

Avoid using blends of unleaded gasoline and methanol (wood alcohol) whenever possible, and never use "gasohol" containing more than 5% methanol. Fuel system damage and performance problems may result.

Gasoline/Ether Blends — The most common ether is methyl tertiary butyl ether (MTBE). You may use gasoline containing up to 15% MTBE.

NOTE

○ *Other oxygenates approved for use in unleaded gasoline include TAME (up to 16.7%) and ETBE (up to 17.2%). Fuel containing these oxygenates can also be used in your Kawasaki.*

CAUTION

Never use gasoline with an octane rating lower than the minimum specified by Kawasaki.

Never use "gasohol" with more than 10% ethanol, or more than 5% methanol. Gasoline containing methanol must also be blended with cosolvents and corrosion inhibitors.

Certain ingredients of gasoline may cause paint fading or damage. Be extra careful not to spill gasoline or gasoline oxygenate blends during refueling.

When not operating your Kawasaki for 30 to 60 days, mix a fuel stabilizer (such as STA-BIL) with the gasoline in the fuel tank. Fuel stabilizer additives inhibit oxidation of the fuel which minimizes gummy deposits.

Never store this product with "gasohol" in the fuel system. Before storage it is recommended that you drain all fuel from the fuel tank and carburetors. See the "STORAGE" chapter in this manual.

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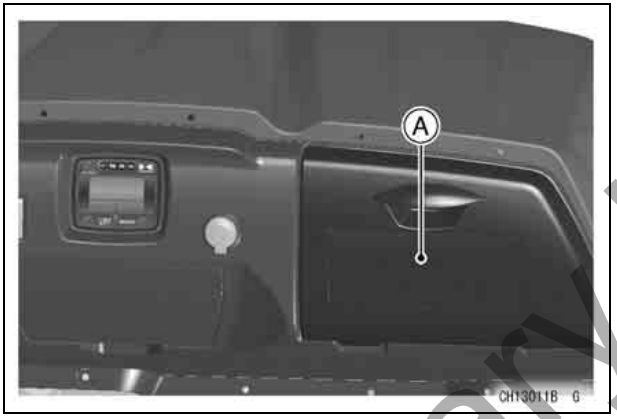
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Glove Compartment

A glove compartment is provided at the dashboard.

Keep this owner's manual and only light items to avoid damage to the inside of the compartment. Do not put items which must not be get wet or dirty in it.

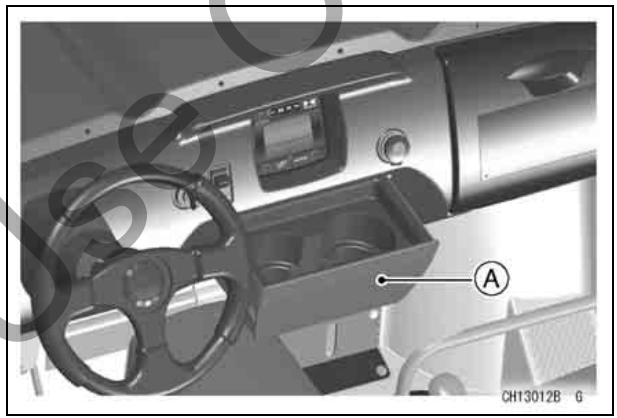


A. Glove Compartment

Cupholders

(Except KRF750G/H)

Cupholders are provided at the dashboard.



A. Cupholders

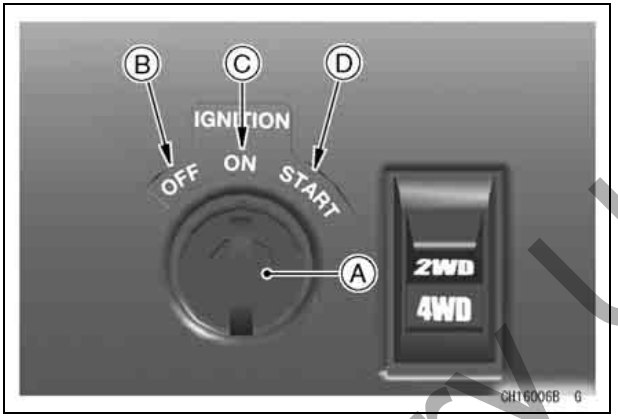
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Ignition Switch

This is a three-position, key-operated switch. The key can be removed from the switch only when it is in the “OFF” position.



A. Ignition Switch
B. “OFF” position
C. “ON” position
D. “START” position

OFF	Engine off. All electrical circuits off.
ON	All electrical equipment can be used. Hour meter works.
START	Electric starter is engaged by holding ignition switch key in this position, only when gear shift lever is in “N” (neutral) position. Upon release, key will return to “ON” position.

CAUTION

Do not operate the starter continuously for more than 5 seconds, or the starter will overheat and the battery power will drop temporarily. Wait 15 seconds between each operation of the starter to let it cool and for the battery to recover power.
Do not turn the ignition switch key to the “START” position with the engine running, or damage to the starter can result.

NOTE

○ *The vehicle is equipped with a starter lockout switch. This switch prevents the electric starter from operating when the gear shift lever is in the “H” (High), “L” (Low) or “R” (Reverse) position.*

Blank keys are available at your Kawasaki dealer. Ask your dealer to make any additional spare keys you need, using your original key as a master or using the key code on the tag with your keys.

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Record the code from the tag with your keys here. Participating Kawasaki dealers can use the code to make a new key in the event that your original keys are lost.

Write your key number here.

Light Switch

Turn on the headlights and taillights by turning the light switch knob clockwise, with the ignition switch key in the “ON” position.

The lights go off when the switch is turned counterclockwise.



A. Light Switch

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Shift Levers

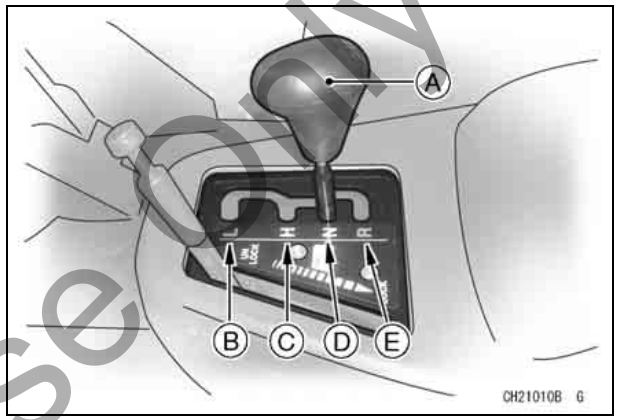
This vehicle is equipped with two different shift levers: the gear shift lever and the differential shift lever.

Gear Shift Lever

The gear shift lever is located to the right side of the driver seat. The gear shift lever has four positions: “H” (High), “L” (Low), “N” (Neutral), and “R” (Reverse).

Make certain that the vehicle is completely stopped and the engine is idling before shifting from “H” (High), “L” (Low) to “R” (Reverse) and vice versa. Move the gear shift lever forward or backward as indicated on the label next to the shift lever.

Refer to the “Reversing Gears” section in the “How to Operate” chapter.



A. Gear Shift Lever
B. “L” (Low) Position
C. “H” (High) Position
D. “N” (Neutral) Position
E. “R” (Reverse) Position

CAUTION

Do not shift from “H” (High), “L” (Low) to “R” (Reverse) and vice versa when the vehicle is moving or with the engine running above idling speed, or the transmission could be damaged.

The vehicle is equipped with a sub-transmission to allow maximum transmission efficiency. Use the low gearing for maximum torque at low speeds, for climbing hills, pulling a trailer, or keeping constant low speeds for agricultural use. The high gearing

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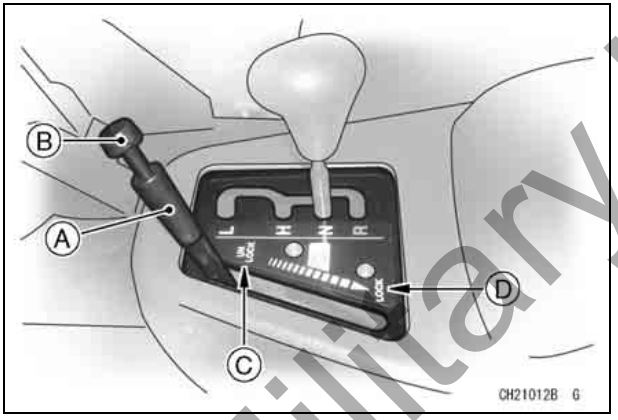
raises the speed range for ordinary off-highway use. Stop the vehicle before moving the Hi-Lo shift lever.

CAUTION

Use of the high range for heavy loads, climbing hills, and pulling a trailer can lead to premature wear of the torque converter belt and pulleys. Use low range for these conditions.

Refer to the “Hi-Lo Shifting” section in the “How to Operate” chapter.

Differential Shift Lever



A. Differential Shift Lever
B. Push Button
C. Differential (Unlocked–Axle) Mode Position (UN–LOCK)
D. Locked-Axle Mode Position (LOCK)

This vehicle is equipped with a dual-mode differential for the front wheel. The differential shift lever is located next to the gear shift lever, to the right of the driver’s seat.

When one front wheel loses traction, the differential can slip reducing the pulling power of the other front wheel. By shifting the differential shift lever to the Locked-Axle Mode, you can equalize driving force to both front wheel. This is useful when the vehicle is stuck or having difficulty overcoming an obstacle.

The Lock-Axle Mode is effective only when “4WD” is engaged.

When you want to increase traction, move the shift lever all the way rearward. Move it back to the Differential Mode (Unlocked- Axle) when you no longer need the aforementioned equalizing.

⚠ WARNING

Shifting to Locked-Axle Mode while turning or before entering a turn can reduce steering response, increasing the effort to turn. An unexpected change in direction can cause the operator to lose control, resulting in an accident and injury.
Do not shift to Locked-Axle Mode while turning or before entering a turn.

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Selectable 2WD/4WD Shift Switch

You can select “2WD” or “4WD” to suit various driving conditions. The shift switch is located on the dashboard. To shift, first stop the vehicle completely then press the electrically selectable 2WD/4WD shift switch up or down.

4WD indicator light goes on when “4WD” is selected. When in “2WD”, this light is off.

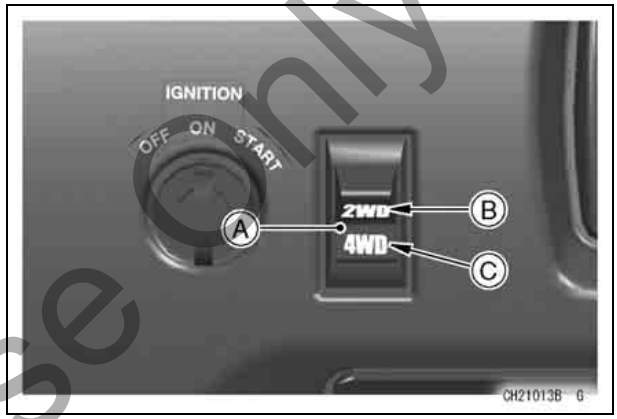
Refer to the “2WD/4WD Shifting” section in the “How to Operate” chapter.

⚠ WARNING

The handling characteristics of this vehicle differs between “2WD” and “4WD” according to driving condition. Changing operating mode while moving can cause sudden changes in handling performance which can cause the operator to lose control and have an accident.
Always stop the vehicle before changing from “2WD” to ”4WD” and vice versa.

CAUTION

Shifting from “2WD” to “4WD” (or “4WD” to “2WD”) when the vehicle is in motion could cause front drive train damage.



A 2WD/4WD Shift Switch
B. “2WD” position
C. “4WD” position

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Belt Drive Transmission

This vehicle is equipped with a belt-driven Continuously Variable Transmission (CVT). This automatic drive system, although simple to operate, does require periodic inspection. Refer to the “MAINTENANCE AND ADJUSTMENT” chapter.

The vehicle has a protection system that prevents the drive belt from wear/tear and damage caused by excessive load during driving.

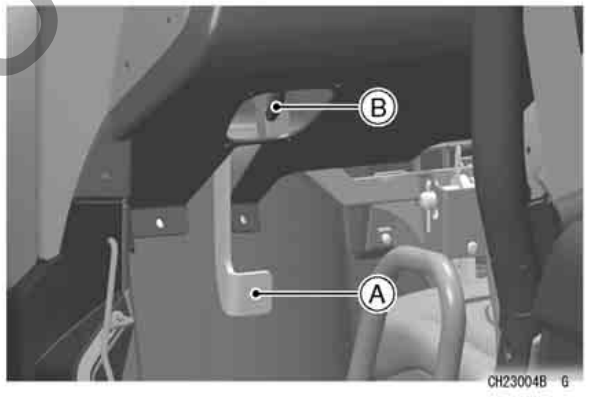
When the protection mode is activated, the belt indicator light starts flashing. Refer to the “Multi function Meter” section of this chapter and the ”When Stuck” section in the HOW TO OPERATE chapter and “Belt Drive Transmission (CVT)” section in the MAITENANCE AND ADJUSTMENT chapter for more information.

Parking Brake Lever

The parking brake pedal is located to the left side of the brake pedal. Depress the pedal all the way down to apply the parking brake.

To release, first depress the parking brake pedal slightly, and pull the parking release lever above the parking brake pedal. The parking brake pedal springs back.

Be sure to release the parking brake before driving off. Failure to do so may result in poor performance and premature wearing of the rear brakes and belt converter system.



A. Parking Brake Pedal
B. Parking Release Lever

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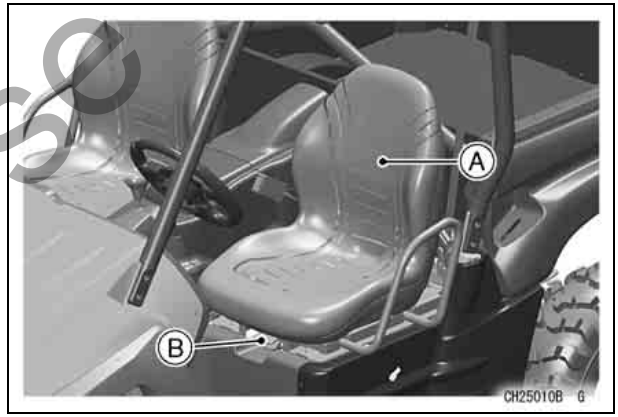
⚠ WARNING

Be sure to apply the parking brake before leaving the vehicle. If the vehicle should move, it might be damaged or cause injury.

Seats

The seats can be removed for vehicle maintenance and refueling.

To remove the seat, pull the seat lock lever upward, lift the front edge of the seat, and then slide the seat forward and up.



A. Seat
B. Seat Lock Lever

To install the seat, insert the projections at the rear of the seat into the seat holders and push down on the seat at the front. The seat lock clicks.

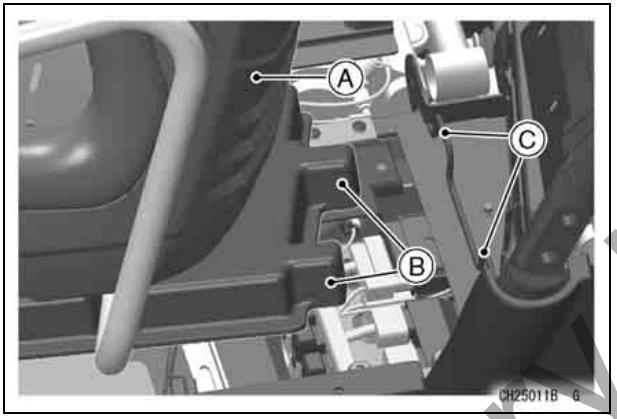
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⚠ WARNING

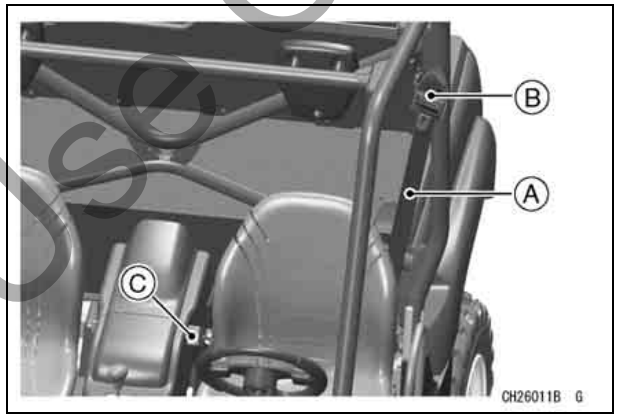
The operator or passenger could lose control or fall out of the vehicle if the seat is loose during operation. Make sure the seat is securely latched.



A. Seat
B. Projections
C. Seat Holders

Seat Belts

The vehicle is equipped with three-point seat belts both for the operator and passenger. Always wear the seat belts when operating and riding in the vehicle.



A. Seat Belt
B. Latch Plate
C. Buckle

⚠ WARNING

Seat belts reduce injuries.
Operator and passenger must always fasten seat belts during vehicle operation.

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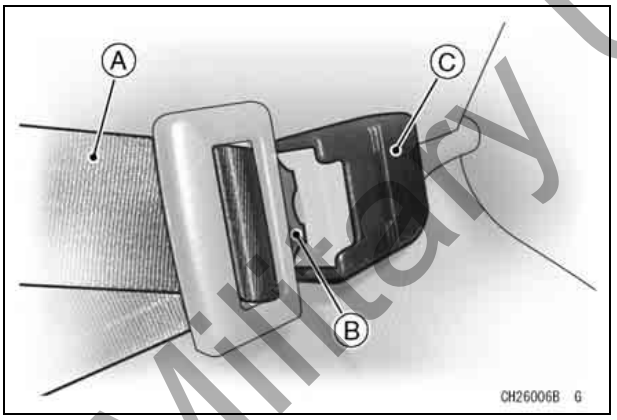
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⚠ WARNING

The three points seat belt may not provide adequate protection for small children. Operator and passenger must be able to place both feet flat on the floorboards while seated upright with their backs against the seatbacks.

To wear the seat belt properly, follow this procedure:

1. Place the belt across your lap and chest taking care that the belt is not twisted.
2. Push the latch plate into the buckle until it clicks. Pull up on the latch plate to make sure it is secure.



A. Seat Belt
B. Latch Plate
C. Buckle

3. Put the lap portion of the belt low on your hips. Push down on the buckle end of the belt as you pull up on the shoulder part so the belt is snug across your hips.
4. Place the shoulder belt over your shoulder and across your chest. The shoulder belt should fit against your chest. If it is loose, pull the belt out all the way and then let it retract.

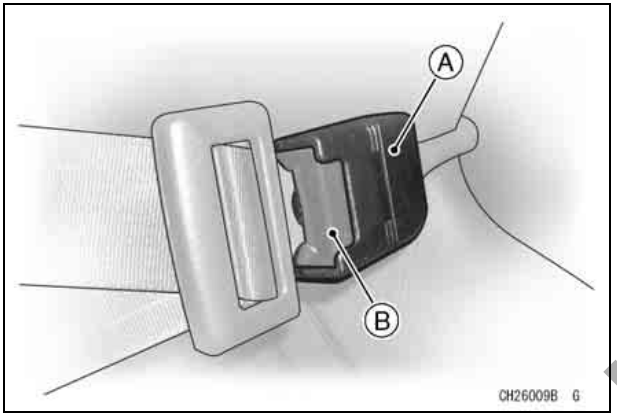


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5. To unfasten the belt , press the red button in the buckle



A. Buckle
B. Red Button

⚠ WARNING

Always adjust the belt to a SNUG FIT. Too much belt slack could reduce protection effectiveness in an accident.

Steering Wheel

The steering wheel position can be adjusted to suit the operator. Refer to the “Steering Wheel” section in the “Maintenance and Adjustment” chapter.

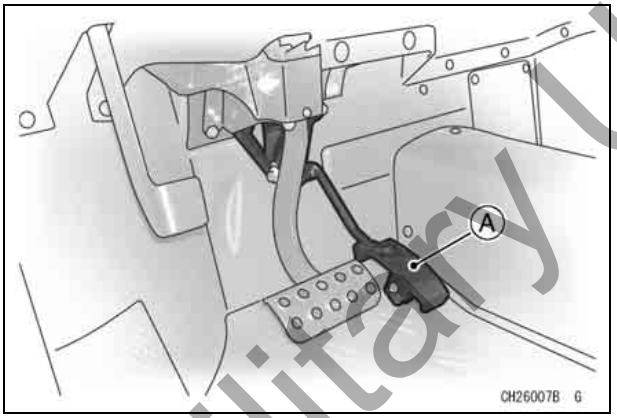
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Throttle Pedal

The throttle pedal is the right pedal on the floor board. Push the pedal down to increase engine speed. Spring pressure returns the pedal to the rest position when released. Always check that the throttle pedal returns normally before starting the engine. In addition, there must be adequate throttle pedal play and stop position. Refer to the “Maintenance and Adjustment” chapter for the throttle pedal adjustment procedure.



A. Throttle Pedal

Trailer Hitch Bracket

This vehicle is equipped with a bracket for a trailer hitch. Trailer towing equipment is not supplied with this vehicle.

To avoid injury and property damage, observe the following precautions:

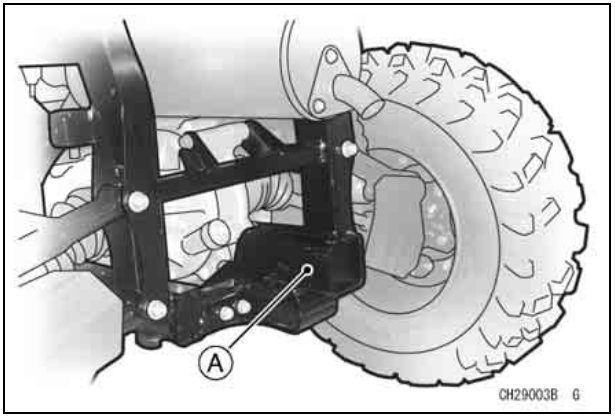
⚠ WARNING

Never carry a passenger in a trailer.
Never load more than 40 kg (88 lb) tongue weight on the towing bracket.
Do not operate the vehicle faster than 16 km/h (10 mph) when towing. Remember that towing a trailer increases braking distance.
Do not tow more than 590 kg (1 300 lb) trailer weight (trailer plus cargo weight).
Attach a trailer to the trailer hitch bracket only. Do not attach a trailer to any other location or you may lose control of the vehicle and have an accident.

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A. Trailer Hitch Bracket

Winch Installation

This vehicle is equipped with a bracket for installing a winch below the radiator. The winch is not supplied with this vehicle.

To avoid injury and property damage, observe the following precautions:

⚠ WARNING

Do not operate or install winch without reading and understanding the operator's manual supplied with the winch.

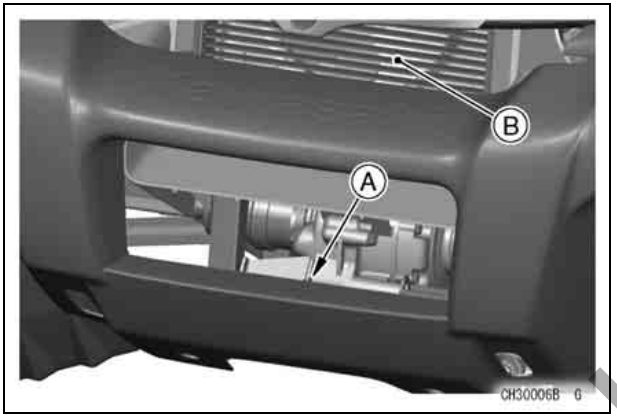
Installing procedure for a winch.

1. Remove the front guard & cover to gain access by releasing bolts.

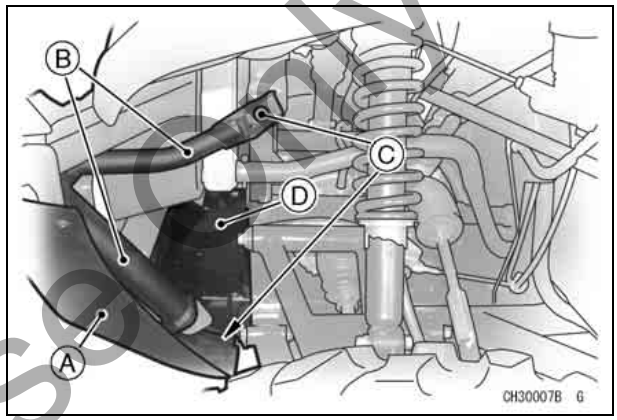
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A. Winch-installing Position
B. Radiator



A. Front Guard Cover
B. Front Guard
C. Bolts
D. Winch Bracket

2. Follow the manual supplied by the winch maker for installing the winch and other accessory as necessary.
3. After installing the winch, be sure to re-install the front guard & cover as original.

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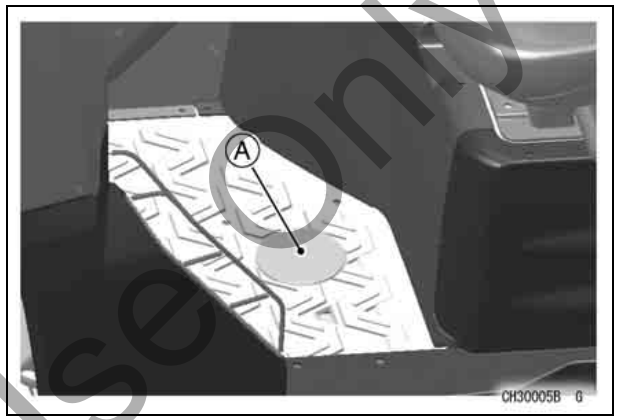
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Cleaning Holes

To facilitate washing & cleaning floor, cleaning holes are provided on the floor with caps.

Refer to the “Cleaning” section in the “MAINTENANCE AND ADJUSTMENT” chapter.



A. Cleaning Hole & Cap

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BREAK-IN

The first 20 hours or 200 km (120 mi) of vehicle operation is designated as the break-in period. Do not exceed 1/2 throttle during the break-in period. If the vehicle is not used carefully during this period, you may end up with a "broken down" instead of "broken in" vehicle.

Break-in Period	Maximum Throttle Position
First 20 hours or 200 km (120 mi)	1/2 Throttle

NOTE

- *Do not start moving or race the engine immediately after starting it, even if the engine is already warm.*
- *Do not race the engine while the transmission is in neutral.*
- *It is important to perform the initial service after the first 20 hours or 200 km (120 mi) of operation as described in this manual and the service manual for this vehicle. See the Periodic Maintenance Chart in the MAINTENANCE AND ADJUSTMENT chapter.*

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HOW TO OPERATE

Daily Safety Checks

Check the following items each day before operation. The time required is minimal, and habitual performance of these checks will help ensure safe, reliable operation.

If any irregularities are found during these checks, refer to the “MAINTENANCE AND ADJUSTMENT” chapter, see your dealer, or refer to the Service Manual for the action required to return the vehicle to a safe operating condition.

⚠ WARNING

Failure to perform these checks every day before operation may result in serious damage or an accident.
Do not start or run the engine in a closed area such as a garage. Exhaust gases contain carbon monoxide; a colorless, odorless, poisonous gas. Breathing exhaust gas leads to carbon monoxide poisoning, asphyxiation, and death.

Fuel ..... Enough fuel in tank, no leaks.
Engine oil ..... Oil level between “H” (High) and “L” (Low) line (when engine is cold), no leaks.
Tires ..... Air pressure (when cold):

	KRF750G/H/J/K/L/M
Front	60 kPa (0.6 kgf/cm², 8.7 psi)
Rear	90 kPa (0.9 kgf/cm², 13.1 psi)

Check for cuts, cracks, damage, or excessive wear.
Check for any imbedded stones or other foreign particles in tread.
Front and Rear Final Gear Cases ... No oil leaks.
Coolant ..... Coolant level between level lines (when engine is cold), no leaks.
Air Cleaner Element ..... Check for dirt; clean or replace as required.

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Nuts, Bolts, Fasteners	Check that steering and suspension components, axles, and all controls are properly fastened.
Throttle	Throttle pedal free play 5 ~ 10 mm (0.2 ~ 0.4 in.). Throttle pedal operates smoothly and returns to rest position when released.
Steering	Steering wheel free play 0 ~ 20 mm (0 ~ 0.8 in.). Action smooth without excessive play, rough spots, or strange noises.
Brakes	Check for braking effectiveness (while test running). Brake pedal free play 2 ~ 10 mm (0.1 ~ 0.4 in.). Brake fluid level between level lines, no leaks. Parking brake: Stops vehicle completely.
Electrical Equipment	All lights work. Check for dirt on or damage to lights.
Cargo Net	Installed with proper tension. Check for wear/tear and damage.

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Starting the Engine

⚠ WARNING

Never run the vehicle in a closed area, such as a garage. Exhaust gases contain carbon monoxide; a colorless, odorless, poisonous gas. Breathing exhaust gas leads to carbon monoxide poisoning, asphyxiation, and death.

- Wear the seat belts (both operator and passenger).
- Apply the parking brake.
- Put the gear shift lever in the “N” (Neutral) position.
- Put the ignition key in the switch.
- Leaving the throttle open part way (pressing lightly on the throttle pedal), turn the ignition switch key to the “START” position to activate the electric starter. Repeat until the engine starts.

CAUTION

Do not operate the electric starter continuously for more than 5 seconds, or the starter may overheat and the battery power will drop temporarily. Wait 15 seconds between each operation of the starter to let it cool and battery power recover.

NOTE

○ *The vehicle is equipped with a starter lockout switch. This switch prevents the electric starter from operating when the gear shift lever is in the “H” (High) , “L” (Low) or “R” (Reverse) position.*

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Jump Starting

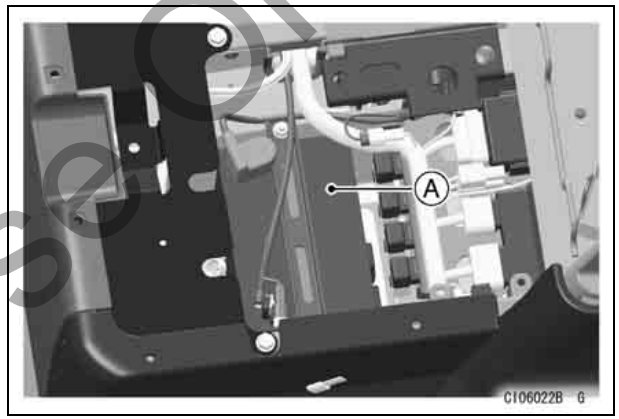
If your vehicle battery is “run down,” it should be removed and charged. If this is not practical, a 12 volt booster battery and jumper cables may be used to start the engine.

⚠ WARNING

Battery acid generates hydrogen gas which is flammable and explosive under certain conditions. It is present within a battery at all times, even in a discharged condition. Keep all flames and sparks (cigarettes) away from the battery. Wear eye protection glasses when working with a battery. In the event of battery acid contact with skin, eyes, or clothing, wash the affected areas immediately with water for at least five minutes. Seek medical attention.

Connecting Jumper Cables

- Make sure the ignition switch is turned to “OFF.”
- Remove the driver’s seat. The Battery is located under the seat.



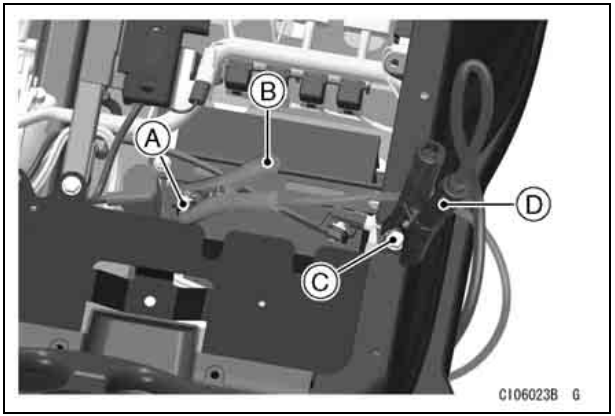
A. Battery

- Connect a jumper cable from the positive (+) terminal of the booster battery to the positive (+) terminal of the vehicle battery.

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A. Vehicle Battery Positive (+) Terminal
B. From Booster Battery Positive (+) Terminal
C. Unpainted Metal Surface
D. From Booster Battery Negative (–) Terminal

- Connect another jumper cable from the negative (–) terminal of the booster battery to an unpainted metal surface on your vehicle. Do not use the negative (–) terminal of the battery.

⚠ WARNING

Do not make this last connection at the battery. Take care not to touch the positive and negative cables together, and do not lean over the battery when making this last connection. Do not connect to a frozen battery. It could explode. Do not reverse polarity by connecting positive (+) to negative (–), or a battery explosion and serious damage to the electrical system may occur.

- Follow the standard engine starting procedure.

CAUTION

Do not operate the starter continuously for more than 5 seconds, or the starter overheat and the battery power will drop temporarily. Wait 15 seconds between each operation of the starter to let it cool and for the battery to recover power.

- After the engine starts, disconnect the jumper cables. Disconnect the negative (–) cable from the vehicle first.
- Reinstall the seat.

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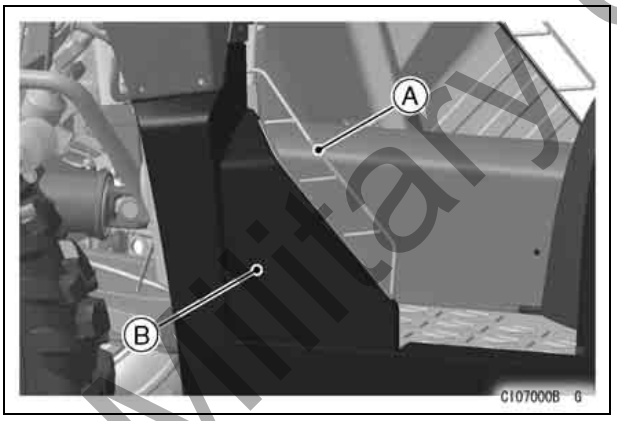
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Moving Off

- Depress the brake pedal.
- Put the gear shift lever into the “H” (High) or “L” (Low) position.
- Release the parking brake.
- Gradually increase engine speed by pressing on the throttle pedal.

NOTE

- *Practice starting and stopping (using the brakes) until you are familiar with the controls.*
- *Guard rails are installed on top of the lower panel to help keep the operator’s/passenger’s feet in the cabin while driving.*



A. Guard Rail
B. Lower Panel

CAUTION

Do not use the guard rail as a footrest as this may damage the guard rail.

⚠ WARNING

Keep arms and legs inside vehicle at all times to avoid crushing injury. Driver should grip steering wheel firmly with both hands. Passenger should hold right and overhead handgrips firmly.

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Braking

- Release the throttle pedal completely.
- Press on the brake pedal evenly and firmly.

NOTE

○ *When the throttle pedal is released completely and the engine speed drops near an idle, the vehicle has no engine braking. This is caused by the vehicle's automatic transmission which releases the engine at very low speed to prevent it from stalling. Apply the brakes to control the vehicle's speed.*

⚠ WARNING

When carrying cargo or towing a trailer, remember that load weight will increase braking distances. Failure to allow for increased braking distance may result in accident and injury.

Stopping the Engine

- Release the throttle pedal completely.
- Put the gear shift lever into the "N" (Neutral) position.
- Apply the parking brake to help prevent the vehicle from rolling.
- Turn the ignition switch key to the "OFF" position.

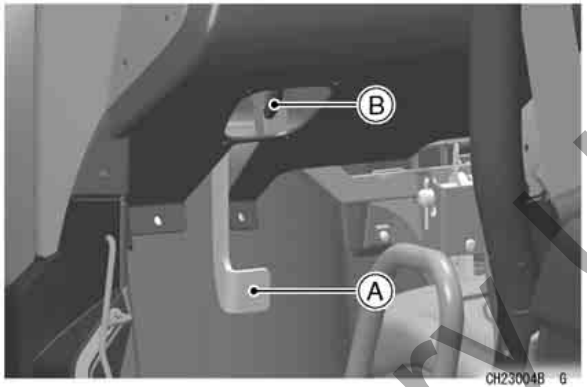
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Parking the Vehicle

- Stop the vehicle on a level surface.
- When the engine has stopped, depress the parking brake pedal and apply the parking brake to help prevent the vehicle from rolling.



A. Parking Brake Pedal
B. Parking Release Lever

⚠ WARNING

Failure to apply the parking brake can result in vehicle moving inadvertently.
Apply parking brake before leaving vehicle.

- Remove the ignition switch key to prevent unauthorized use.
- When parking inside a garage or other structure, be sure the structure is well ventilated and the vehicle is not close to any source of flame or sparks. This includes any appliance with a pilot light.

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions.

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Shifting Gears

- Stop the vehicle completely.
- Move the shift lever into the “H” (High) or “L” (Low) position.
- If you intend to operate the vehicle in reverse, move the shift lever into the “R” (Reverse) position. Refer to the “Driving in Reverse” section in the SAFE OPERATION chapter.
- Gradually increase engine speed by depressing the throttle pedal.

CAUTION

Shifting to high or low range when the vehicle is in motion could cause engine damage. Do not shift from “H” (High) or “L” (Low) to “R” (Reverse) and vice versa when the vehicle is moving or with the engine running above idling speed, or the transmission could be damaged.

CAUTION

Use of the high range for heavy loads, climbing hills, pulling a trailer, and sustained low -speed riding can lead to premature wear of the torque converter belt and pulleys. Use the low range for these condition.

⚠ WARNING

Shifting the transmission while the vehicle is moving can cause abrupt changes in speed and direction resulting in loss of control and accident with severe personal injury or death.
Do not shift the transmission while the vehicle is moving. Stop the vehicle to shift the transmission.

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2WD/4WD Shifting

- Stop the vehicle completely.
- Press the selectable 2WD/4WD shift switch up or down.

NOTE

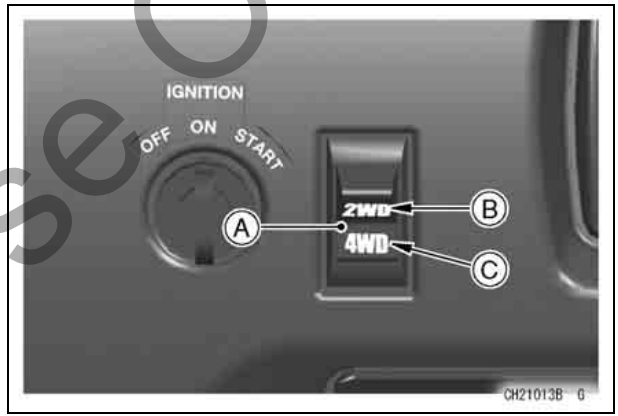
- *The "4WD" operating condition is indicated with the 4WD indicator light. Refer to the "Multifunction Meter" section in the "General Information" chapter.*
- *When the shift switch is moved from "4WD" to "2WD" and vice versa, the transmission shifts when the vehicle has rolled a short distance. Drive off slowly to allow "4WD" to engage or disengage. As it engages, the "4WD" indicator light will go on.*
- *It is normal to hear a small clanking noise when "4WD" engages or disengages while rolling on hard surfaces, such as hard-packed dirt.*

⚠ WARNING

The handling characteristics of this vehicle differ between "2WD" and "4WD" according to riding conditions. Changing operating mode while moving can cause a sudden change in handling performance which can cause the operator to lose control and have an accident.
Always stop the vehicle before changing from "2WD" to "4WD" and vice versa.

CAUTION

Shifting from "2WD" to "4WD" (or "4WD" to "2WD") when the vehicle is in motion could cause front drive train damage.



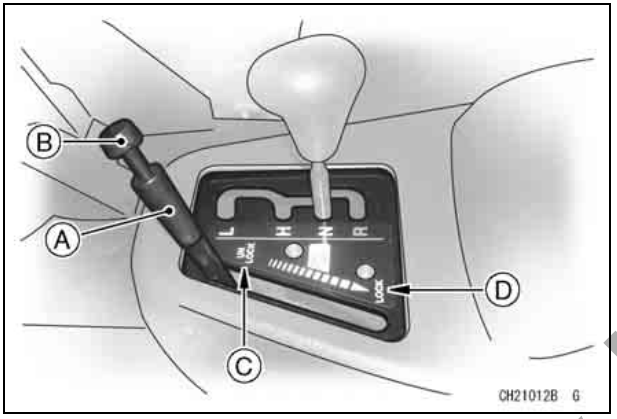
A. 2WD/4WD Shift Switch
B. "2WD" Position
C. "4WD" Position

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Shifting the Differential



A. Differential Shift Lever
B. Push Button
C. Differential (Unlocked-Axle) Mode Position (UN-LOCK)
D. Locked-Axle Mode Position (LOCK)

⚠ WARNING

Shifting to Locked-Axle Mode while turning or before entering a turn can reduce steering response, increasing the effort to turn.
An unexpected change in direction can cause the operator to lose control, resulting in an accident and injury.
Do not shift to Locked-Axle Mode while turning or before entering a turn.

Shifting to Locked-Axle Mode

- Stop the vehicle completely.
- Shift the selectable 2WD/4WD shift switch to "4WD".
- Move the shift lever all the way rearward to Locked -Axle Mode (LOCK).
- After crossing the obstacle, move the shift lever forward to Differential (Unlocked) Mode.

NOTE

○ *By moving the shift lever to rearward (Lock), driving force to both wheels is equalized thereby increasing traction. The differential control is effective only when "4WD" is engaged.*

Shifting to Differential (Unlocked-Axle) Model

- Push the lever top button and move the shift lever all the way forward (UN-LOCK).

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When Stuck

This vehicle is equipped with a drive belt protection system that protects the drive belt from wear/tear and damage from excessive load caused by engine revving up while the wheels are stuck and unable to turn.

This system is activated under the following conditions:

- Gear shift lever is engaged in forward or reverse gear.
- Wheels are stuck and unable to turn.
- Engine is revved higher than 3,000 rpm.

When the protection system mode is activated:

- The engine speed suddenly decreased even with the throttle pedal depressed.
- The belt Indicator light in the multifunction meter starts flashing to warn the operator that protection system is activated.

Release the throttle pedal immediately to protect the drive belt and take the following actions to escape from the stuck condition.

- Change the gear shift lever to the Low position, select the “4WD” condition, move the differential shift lever to the Locked-Axle mode (LOCK) position, and try to escape by slowly revving up the engine. Refer to the “Shifting the Differential” section in this chapter.
- It the above method is not successful, you can use a winch installed at the front of the vehicle (Winch is an optional part.) or seek help from another vehicle for towing.

When escaped from the stuck condition, the drive belt protection system stops its activation and the indicator light stops flashing.

NOTE

- *The indicator light keeps flashing 5 seconds after the vehicle is released from the stuck condition. Make sure that the indicator light stops flashing before starting to drive the vehicle.*
- *This protection system is also activated if the vehicle speed sensor cables are disconnected or grounded. If the engine speed suddenly decreases and the indicator light starts flashing when the vehicle is not under harsh condition, take your vehicle to an authorized Kawasaki dealer to check the speed sensor and its components.*

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SAFE OPERATION

Safety is an attitude. Your common sense and good judgement are your best defenses against accident and injury in everything you do.

Your safety and safety of others depends on you and your common sense. Use good judgement in the operation of this or any other motor vehicle.

Read the Owner's Manual

Read and understand the Owner's manual and carry it with you when you drive. Refer to the Owner's Manual if you have any questions.

Obey Local Laws

Know and obey all laws and regulations governing the use of off-road vehicle in your area. Respect private property; do not enter private property without the express written permission of the owner. Always try to preserve nature and the environment.

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Operator and Passenger Requirements

All operators of this vehicle should possess a valid driver's license.

Operator and passenger must be able to place both feet flat on the floorboards while seated upright with their backs against the seatbacks when firmly holding the steering wheel or handgrips.





This vehicle is designed for an operator and one passenger only.

Never carry persons in the cargo bed. Refer to the "Loading Information" chapter before operating this vehicle.

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Beginning Operators

Novice Operators should practice braking and turning in an open, off-highway area away from other vehicles and persons. The terrain should be flat and free of obstacles, with either a loose or hard dirt surface, but not a mixture of both.

Off-Highway Use Only

Use of this vehicle on public and paved roads is hazardous. This vehicle is designed and equipped for off-highway use only.

Do not operate this vehicle on public roads or paved surfaces.

⚠ WARNING

This off-highway vehicle handles and maneuver differently than an ordinary passenger car.

Sharp, high speed turns or abrupt maneuvers can cause this vehicle to roll over or go out of control.

Use proper driving techniques on hills, in rough terrain, and in water.

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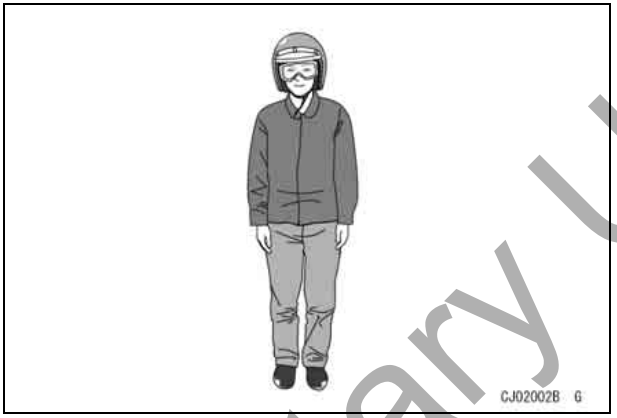
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Dress Properly

Proper clothing can make driving more comfortable and reduce the severity of injury in the event of an accident.

Always wear appropriate eye protection, protective clothing, and properly fitting D.O.T. approved helmet



⚠ WARNING

Operating this vehicle without an approved D.O.T. helmet increases your chances of a severe head injury or death in the event of an accident. Operating without protective clothing increases your chances of severe injury in the event of an accident.
Always wear an approved D.O.T. helmet that fits properly.
You should also wear eye protection, and protective clothing that is appropriate for driving conditions.

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Wearing Seat Belt

Both the operator and passenger must wear the seat belts whenever the vehicle is operated. This will reduce the severity of injury in case of a sudden stop or collision.

This vehicle is designed to carry operator and only one passenger.

Never carry a passenger in the cargo bed.

Also, to avoid injury, always keep arms and legs inside the cab frame while the vehicle is in motion.

⚠ WARNING

Keep arms and legs inside vehicle at all times to avoid crushing injury. Driver should grip steering wheel firmly with both hands, Passenger should hold right and overhead handgrips firmly.

Drive Carefully and with Good Judgement

We want you to be satisfied with your new Kawasaki vehicle, so drive carefully, safely, and exercise good judgement.

Practice basic maneuvers so you can drive confidently and safely. Improper use of this vehicle can be hazardous.

Never operate at speeds too fast for your skills or conditions.

Handling characteristics of this vehicle change depending upon cargo load and driving modes.

⚠ WARNING

Operating this vehicle at excessive speeds or attempting stunts increases the chance of an accident, including an overturn. Always go at a speed that is proper for the terrain, visibility and operating conditions, and your experience. Never attempt stunts and don't try to show off.

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Never Drink and Drive

Alcohol and drugs impair your judgement and slow your reactions. Even drugs prescribed by a physician can be dangerous. Check with your doctor.

⚠ WARNING

Operating this vehicle after consuming alcohol or drugs can seriously affect your judgement, cause you to react more slowly, affect your balance and perception, and result in an accident. Never consume alcohol or drugs before driving this vehicle.

Before Starting the Engine

Three “musts” before starting the engine are:

1. Apply the parking brake,
2. Put the gear shift lever in the “N” (neutral) position,
3. Check the throttle pedal for proper operation. It should return to its rest position when released.

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Use the Parking Brake

Always apply parking brake before exiting your vehicle.

⚠ WARNING

Failure to apply parking brake could result in vehicle moving inadvertently with potential for causing damage and injury.
Always apply parking brake before exiting vehicle.

Modifications and Accessories

Installation of accessories may affect the handling of your vehicle. See the "Loading Information" chapter of this manual for more detailed information. Kawasaki does not recommend that you modify your vehicle in any way. Unauthorized modifications may produce dangerous handling conditions or adversely affect vehicle reliability.

⚠ WARNING

Operating this vehicle with improper installation of accessories or modifications of this vehicle can cause changes in handling which in some situations could lead to an accident.

Never modify this vehicle through improper installation or use of accessories. All parts and accessories added to this vehicle should be genuine Kawasaki or equivalent components designed for use on this vehicle and should be installed and used according to the instructions. If you have questions, consult an authorized dealer.

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⚠ WARNING

Incorrect loading, improper installation or use of accessories, or modification of your vehicle may result in an unsafe operating condition.
Before operation, make sure that the vehicle is not overloaded and that you have followed the instructions in the "Loading Information" chapter.

Loading Your RUV

Because any vehicle is sensitive to increases in weight and changes in weight distribution, you must take care in carrying cargo. Refer to the "LOADING INFORMATION" chapter of this manual for guidelines to assist with loading.

This vehicle is not designed to carry passengers in the cargo bed. Installing additional passenger seating or carrying passengers in the cargo bed can case changes in vehicle handling.

⚠ WARNING

Passengers riding in the cargo bed can be tossed about or even thrown out causing serious injury or death.
Do not install seating or carry passengers in the cargo bed.

Cargo should be securely anchored. Make sure the cargo will not move around while the vehicle is moving. Install the cargo net vertically or horizontally depending on the cargo-loading condition.

(Refer to the "Cargo Net" section in the GENERAL INFORMATION chapter.)

Maximum Load to the Cargo Bed

227 Kg (500 lb)

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Vehicle Maximum Load

Weight of operator, passenger, and cargo must not exceed:

KRF750G/H	KRF750J/K	KRF750L	KRF750M
491 kg (1,083 lb)	480 kg (1,058 lb)	496 kg (1,094 lb)	470 kg (1,036 lb)

Reduce speed when carrying cargo or pulling a trailer and allow for more braking distance.

Be sure to attach a trailer to the trailer hitch bracket only. Don't attach a trailer to any other location than the bracket. Also, don't overload a trailer.

Maximum Trailer Weight (Trailer plus cargo weight)

590 kg (1,300 lb)

Do not load more than 40 kg (88 lb) tongue weight on the trailer hitch bracket. Be sure to subtract this tongue weight from the Vehicle Maximum Load capacity.

⚠ WARNING

Never carry a passenger in a trailer.
Never load more than 40 kg (88 lb) tongue weight on the towing bracket.
Do not operate the vehicle faster than 16 km/h (10 mph) when towing. Remember that towing a trailer increases braking distance.
Do not tow more than 590 kg (1 300 lb) trailer weight (trailer plus cargo weight).
Attach a trailer to the trailer hitch bracket only. Do not attach a trailer to any other location or you may lose control of the vehicle and have an accident.

When towing a trailer, don't carry a passenger in a trailer.

This vehicle is equipped with a bracket for a winch below the radiator. The winch is not supplied with this vehicle.

To avoid injury and property damage, observe the following precautions.

⚠ WARNING

Do not operate or install winch without reading and understanding the operators manual supplied with the winch.

Depending on the loading condition, it is necessary to adjust the shock absorber spring force.

Refer to the "Suspension" section in "MAINTENANCE AND ADJUSTMENT" chapter.

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Also refer to the instructions in the “Loading Information” chapter of this manual. Overloading this RUV or carrying or towing cargo improperly will adversely affect vehicle handling and could cause an accident.

Unfamiliar Terrain

Before driving in a new area be sure to check for hidden obstacles or hazards. Keep your speed down until you know the area well. You must know the terrain you intend to drive on and be familiar with your machine and its handling characteristics. Use existing trails and stay away from hazardous areas such as steep, rocky slopes or swamps. Be cautious when visibility is limited, as you may not be able to see obstacles in your path.

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Driving in Reverse

Start the engine following the procedure in the "Starting the Engine" section. Before shifting into reverse, stop the vehicle completely. Refer to the "Gear Shift Lever" in the "Shift Levers" section and "Shifting Gears" section.

Turn around and look behind you before backing up to be sure there are no obstacles or people in your way. Gradually depress the throttle pedal and begin backing up cautiously.

To stop while driving in reverse, release the throttle pedal and gradually apply the brake. Avoid sudden application of the brake.

CAUTION

Do not operate the gear shift lever to change gears while driving the vehicle in reverse, or the transmission may be damaged.

Remember:
- Look behind you before backing up.
- Depress the throttle pedal gradually.
- To stop, gradually apply the brake.

Driving in "4WD"

"4WD" gives greater traction when you are climbing steep inclines, or driving on bumpy, sandy or slippery surfaces. It also helps, with the differential locked under certain circumstances, for example, when the vehicle is stuck in the mud. If maximum torque is needed in these situations, shift into the low position with the shift lever. Refer to the "Shift Levers" section and "2WD-4WD Shifting," "Shifting the Differential," and "Shifting Gears" sections.

NOTE

- *Do not drive in "4WD" on paved surfaces. It increases tire and drive train wear and makes the steering feel tight.*

Remember:
- Use "4WD" on steep inclines or loose surfaces, or when stuck in the mud, with the differential locked if necessary.
- For maximum torque shift into low range.
- Do not drive in "4WD" on paved surfaces.

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Turning the Vehicle

The vehicle will turn in a smaller radius with the differential unlocked (in differential mode). In this mode, the rear wheels can turn at different speeds allowing the vehicle to turn tighter and more smoothly. Even in this mode, however, avoid sharp turns to keep the vehicle from tipping. Reduce vehicle speed before entering the turn and use the throttle to maintain an even speed through the turn.

⚠ WARNING

Do not make sharp turns, even in the differential mode, in order to avoid loss of control or tipping.
In the differential mode, if either rear wheel leaves the ground, it will spin freely, and the wheel on the ground will transmit very little power. When a spinning wheel touches the ground, it may grab abruptly, causing the operator to lose control.

Remember:
- Slow down before entering the turn.
- Maintain an even speed through the turn.

Hills

As with any motor vehicle, loading of the vehicle, and the surface and steepness of the hill are among the critical considerations in climbing, descending or traversing hills. Use extreme caution on hills. Keep in mind that loading changes a vehicle's center of gravity and that the higher the center of gravity, the more likely the vehicle is to tip on uneven surfaces. Slippery, loose, or bumpy surfaces on hills are especially hazardous. Some hills are just too steep to climb. Always use common sense and practice good judgement.

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Climbing Hills

Do not attempt to climb hills or steep inclines until you have mastered the controls and basic operating maneuvers of this vehicle. Always go straight uphill and, if the incline is steep and/or the surface is loose, use “4WD” with the differential locked for greater traction, and in low range for maximum torque.

Avoid hills with slippery sides that will cause you to lose traction. Do not climb hills where you cannot see far enough ahead. If you cannot see what is on the other side of the crest of a hill, slow down until you can get a clear view. Don’t apply power suddenly while climbing, or the front wheels might rise off the ground. If the vehicle does not have enough power to reach the top of the hill and stalls, allow the vehicle to roll slowly straight back down the hill controlling its descent with the brakes. Leave the gear shift lever in the “H” (High) or “L” (Low) position until you stop at the bottom of the hill.

⚠ WARNING

Do not turn sideways to the hill, or the vehicle may roll over.

Remember:

- Some hills are too steep. Use common sense.
- Never drive past your limit of visibility. If you can’t see what is on the other side of the crest of a hill, slow down until you can get a clear view.
- Don’t turn sideways to the hill.
- If you get stuck on a hill, roll slowly straight back down, using the brake, with the gear shift lever left in the “H” (High) or “L” (Low) position.

NOTE

- *When the throttle pedal is released completely and the engine speed drops near an idle, the vehicle has no engine braking. This is caused by the vehicle’s automatic transmission which releases the engine at very low speed to prevent it from stalling. Use the brakes to control the vehicle’s speed.*

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Antenna Flag

In hilly country, use an antenna flag so others can see you coming from the other side of a hill or sand dune.

Take extra care when approaching blind hill tops and corners.

Descending Hills

Slow down or stop at the top of a hill so you can pick a straight, safe path for descent to avoid any obstacles. Normally you should descend straight down a hill since driving at an angle could cause the vehicle to lean to one side and possibly tip over. Proceed slowly and cautiously. Apply the brake as necessary. Be careful if the surface is loose because the tires are more likely to skid and braking effectiveness will be reduced.

Turning while descending a slope must be done very carefully and gradually to avoid tipping the vehicle over.

⚠ WARNING

Do not turn sideways to the hill, or the vehicle may roll over.

Remember:

- Stop and look for obstacles before descending a hill.
- Go straight downhill.
- Go slowly.
- If you must turn, do so carefully and gradually.

NOTE

- *When the throttle pedal is released completely and the engine speed drops near an idle, the vehicle has no engine braking. This is caused by the vehicle's automatic transmission which releases the*

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engine at very low speed to prevent it from stalling. Use the brakes to control the vehicle's speed.

Traversing Hillsides

When driving across the side of a hill, reduce vehicle speed and exercise extreme caution to prevent tipping or loss of control. Avoid hills with slippery sides that will cause you to lose traction. Also avoid traversing hillsides covered with rocks or other obstacles which may cause you to lose your balance or tip over.

When driving on soft terrain, steer slightly uphill to keep the vehicle on a straight line across the hillside.

If the vehicle begins to tip, steer downhill if possible to regain control.

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Sliding and Skidding

Obviously, on slippery or loose surfaces, special care is required. Sliding any vehicle may be hazardous because the wheels may suddenly regain traction and cause the vehicle to tip or overturn. Therefore, never drive “over your head” or when you are unsure or unprepared for the surface.

Often you can correct a skid by turning the wheels in the direction of the skid. Do not apply heavy braking force or accelerate when skidding, since this may cause further loss of control.

Use caution and maintain low speeds to avoid uncontrolled skidding on areas covered with clay, mud, ice, or snow. Use “4WD” and low range gearing efficiently. These conditions are particularly hazardous when descending a hill or making a turn. Remember that this vehicle is not for use on public streets, roads, or highways.

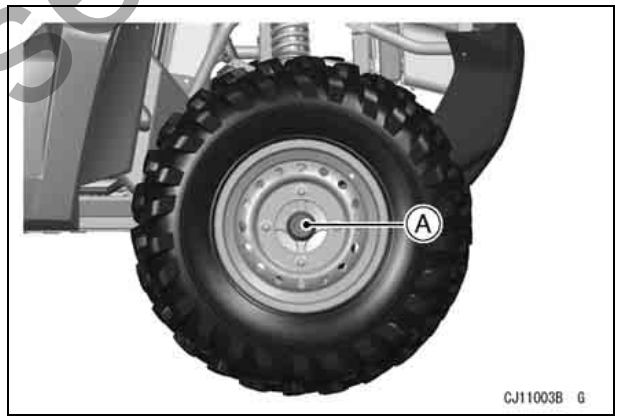
Remember:

- Be especially careful on very slippery surfaces.
- Don’t drive on public streets, roads, or highways.

Driving through Water

Avoid driving through water whenever it is possible. When driving across shallow water, choose a location to enter and exit the water where the banks are not too steep or slippery. Check before entering for rocks, holes or other obstacles which may cause you to overturn or become stuck or submerged.

Observe the following rules for operating the vehicle in water.



A. Axle Cap

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⚠ WARNING

Never operate the vehicle in rivers or streams where the water is flowing quickly. Such operation could lead to an accident if the vehicle loses traction and is swept into the current.
Never operate the vehicle in fast flowing water or in water deeper than the bottom edge of the axle caps.

After prolonged exposure to water, the wheel bearings may require relubrication or replacement.

Wash the vehicle in fresh water if it has been exposed to salt water or operated in muddy conditions.

Check the engine and gear case oils: a milky appearance indicates water has entered.

⚠ WARNING

Wet brakes provide greatly reduced efficiency and could lead to an accident and injury. After operation in water, always apply the brakes long enough for friction to dry the linings. Also, the brake that gets wet may wear out faster. Check for brake wear more frequently if the vehicle is used in water.

Remember:
- Avoid driving through water whenever possible.
- Don't drive in deep and fast moving water.
- Dry out the brakes.
- Check the engine and gear case oils for water.

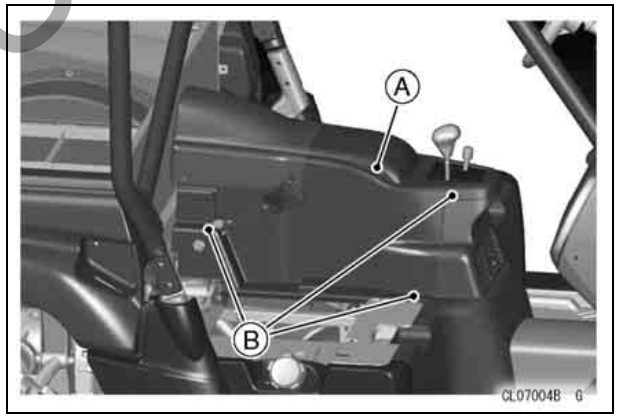
NOTE

- *The rear brake of this vehicle employs an enclosed, wet multi-plate brake system. The effectiveness of brake application remains unchanged even if the vehicle drives in the water.*

When swamped.

If a large amount of water accidentally enters the CVT housing, it will cause drive belt slippage and loss of power.

If this occurs, stop driving the vehicle and take the following steps to discharge the water.
- Stop the engine and apply the parking brake.
- Remove the bolts and rivets and remove the engine cover for access.



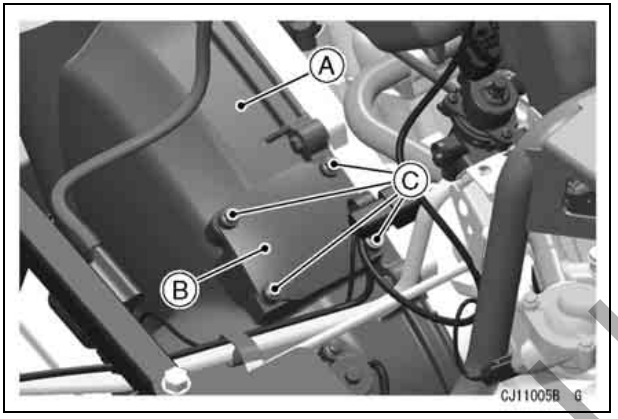
A. Engine Cover
B. Bolts & Rivets (both sides)

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- Remove the bolts and CVT drive belt inspection hole cover.



A. CVT Housing
B. Inspection Cover
C. Bolts

- Insert a hand pump suction hose into the hole and discharge the water in the housing as much as possible.
- When the water has stopped coming out, close the inspection hole cover and tighten the bolts.
- Shift to neutral and apply the brake.
- Rev the engine up and down for a couple of minutes. The cooling fan inside the housing will expel the remaining water and dry the housing.

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MAINTENANCE AND ADJUSTMENT

The maintenance and adjustments outlined in this chapter are easily carried out and must be done in accordance with the Periodic Maintenance Chart to keep the Teryx in good running condition. **The initial maintenance is vitally important and must not be neglected.**

If you are in doubt as to any adjustment or vehicle operation, please ask your authorized Kawasaki dealer to check the Teryx.

Please note that Kawasaki cannot assume any responsibility for damage resulting from incorrect maintenance or improper adjustment done by the owner.

Periodic Maintenance Chart

In addition to the following items, always perform the Daily Safety Checks listed in the HOW TO OPERATE chapter.

● = Clean, adjust, lubricate, replace parts as necessary.
D = Service to be performed by an authorized Kawasaki Dealer or someone equally competent.
* = Service more frequently when operated in mud, dust, or other harsh driving conditions.
○ = Emission Related

FREQUENCY / OPERATION	First Service		Regular Service			
	After 20 h, or 200 km of use	After 50 h, or 1000 km of use	Every 50 h, or 1000 km of use	Every 100 h, or 2000 km of use	Every 200 h, or 4000 km of use	Every year of use
ENGINE						
○ Throttle pedal play-inspect		●				●
Fuel hoses and connections-inspect				D		

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OPERATION / FREQUENCY	First Service		Regular Service			
	After 20 h, or 200 km of use	After 50 h, or 1000 km of use	Every 50 h, or 1000 km of use	Every 100 h, or 2000 km of use	Every 200 h, or 4000 km of use	Every year of use
Fuel hose-replace	4 years (D)					
○ Idle speed-inspect		D			D	
○ Spark plug-clean and gap inspect	D				D	
○ Air cleaner-inspect *	●		●			
○ Valve clearance-inspect	First 2000 km; thereafter every 4000 km (D)					
Spark arrester-clean and inspect				●		
Engine oil-change *	●	6 month				
Oil filter-replace *	D					D
Front and rear final gear case oil-change	●					●
Radiator-clean *	●			●		
Radiator hoses and connections-check *						D
Coolant-change *	2 years (D)					
Converter drive belt wear-inspect *					D	
Converter drive belt deflection-inspect *					D	
Differential shift lever play-inspect		D			D	
Engine brake control lever-inspect *					D	

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FREQUENCY / OPERATION	First Service		Regular Service			
	After 20 h, or 200 km of use	After 50 h, or 1000 km of use	Every 50 h, or 1000 km of use	Every 100 h, or 2000 km of use	Every 200 h, or 4000 km of use	Every year of use
CHASSIS						
Rear brake plates-replace *	every 10000 km (D)					
Front brake pad wear-inspect *	D		D			
Brake light switch - inspect	●				●	
Brake fluid - change	2 years (D)					
Brake master cylinder cup and dust seal - replace	2 years (D)					
Rear brake master cylinder cup, O-ring, and boot-replace *	2 years (D)					
Front brake caliper piston seal and dust seal-replace	2 years (D)					
Brake hose - replace	4 years (D)					
Brake fluid level - inspect	●				●	
Brake pedal play - inspect *		●			●	
Brake hose and pipe - inspect		D			D	
Parking brake pedal - inspect		D			D	
Tire wear-inspect *		●			●	
Wheel nuts tightness - inspect		●			●	
Joint boots - inspect	●		●			
Steering-inspect		●			●	

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FREQUENCY / OPERATION	First Service		Regular Service			
	After 20 h, or 200 km of use	After 50 h, or 1000 km of use	Every 50 h, or 1000 km of use	Every 100 h, or 2000 km of use	Every 200 h, or 4000 km of use	Every year of use
Steering joint dust boots - inspect		●			●	
General lubrication - perform *					D	
Bolts, nuts, and fasteners tightness - inspect		D		D		
Seat belt - inspect					●	
Cables - inspect					D	

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Engine Oil

In order for the engine and transmission to function properly, maintain the engine oil at the proper level, and change the oil and replace the oil filter in accordance with the Periodic Maintenance Chart. Not only do dirt and metal particles collect in the oil, but the oil itself loses its lubricative quality if used too long.

⚠ WARNING

Vehicle operation with insufficient, deteriorated, or contaminated engine oil will cause accelerated wear and may result in engine seizure, accident, and injury.

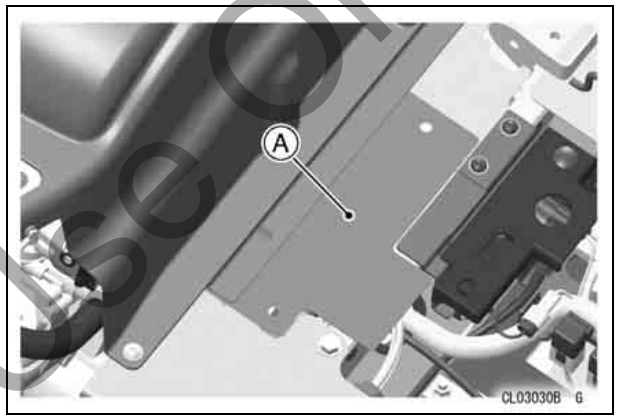
Oil Level Inspection

- If the oil has just been changed, start the engine and run it for several minutes at idle speed. This fills the oil filter with oil. Stop the engine, then wait several minutes until the oil settles.

CAUTION

Racing the engine before the oil reaches every part can cause engine seizure.
Operation with insufficient, deteriorated, or contaminated engine oil will cause accelerated engine wear.

- If the vehicle has just been used, wait several minutes for all the oil to drain down.
- Remove the driver's seat and protective cover for access.



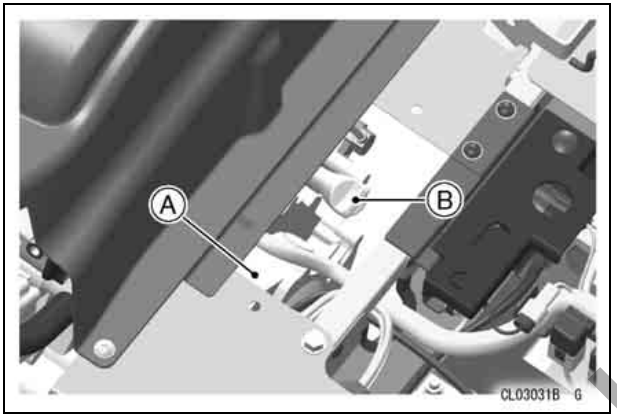
A. Protective Cover

- With the vehicle level front-to-rear and side-to-side, unscrew the oil filler plug, wipe its dipstick dry, and screw it in again.

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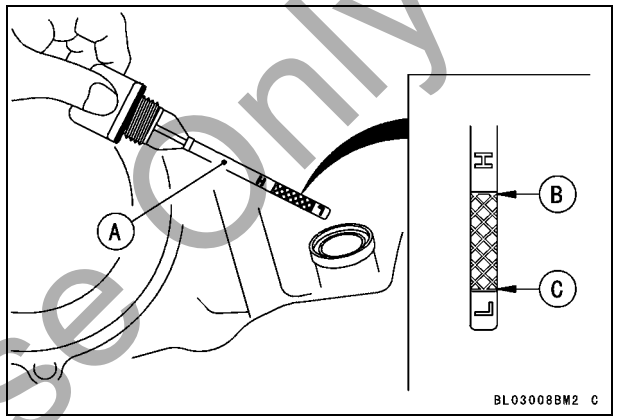


A. Engine
B. Oil Filler Plug

CAUTION

Be careful not to allow any dirt or foreign materials to enter the engine.

- Unscrew the plug and check the oil level. The oil level should be between the “H” (High) and “L” (Low) lines on the dipstick.



A. Oil Filler Plug and Dipstick
B. “H” (High) Line
C. “L” (Low) Line

- If the oil level is too high, remove the excess oil through the oil filler opening using a syringe or some other suitable device.
- If the oil level is too low, add oil to reach the correct level. Use the same type and brand of oil that is already in the engine.

⚠ WARNING

Vehicle operation with insufficient engine oil can lock the front and rear wheels (for “2WD”: rear wheels) causing an accident and injury.
Check engine oil level before operating vehicle and add oil if it is low.

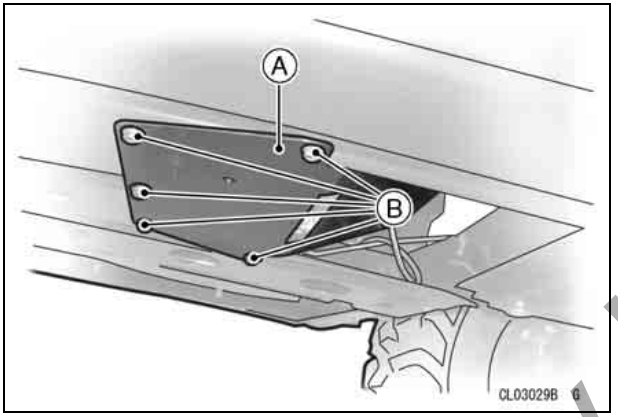
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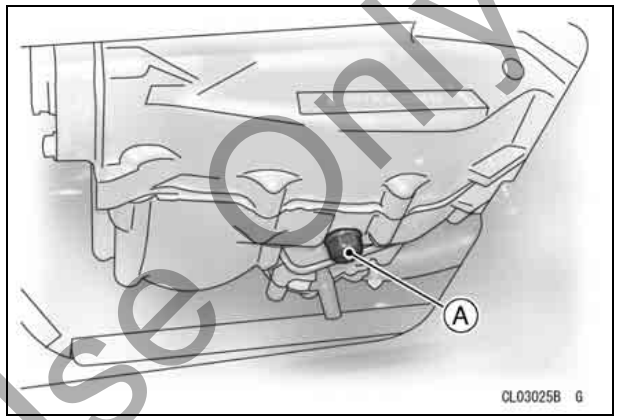
Oil and/or Oil Filter Change

- Warm up the engine thoroughly, and then stop it.
- Place an oil pan beneath the engine.
- Release 5 bolts and remove the protective cover.



A. Cover
B. Bolts

- Remove the engine oil drain plug.



A. Drain Plug

- Let the oil completely drain with the vehicle on level ground.

⚠ WARNING

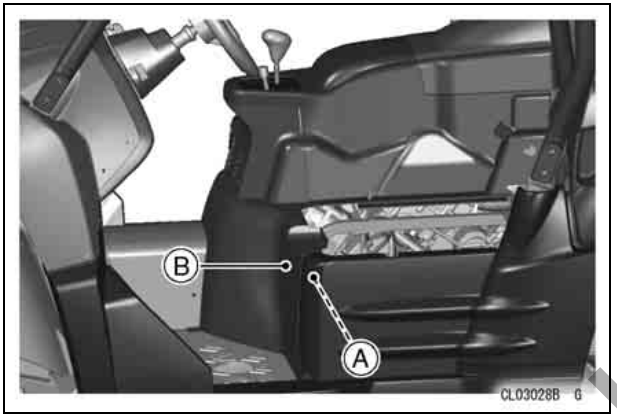
Motor oil is a toxic substance. Dispose of used oil properly. Contact your local authorities for approved disposal methods or possible recycling.

- If the oil filter is to be replaced, remove the oil filter cartridge and replace it with a new one.

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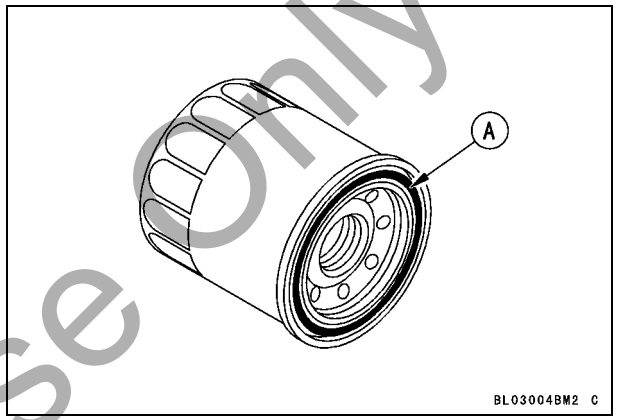


A. Oil Filter
B. Cover Plate

- Apply a thin film of oil to the gasket and tighten the oil filter to the specified torque.

NOTE

○ *Renewing the oil filter will be best-performed by your authorized dealer since cover plates needs to be removed for access to the oil filter.*



A. Gasket

- Install the engine oil drain plug with its gasket. Tighten it to the specified torque.

NOTE

○ *Replace any damaged gaskets with new ones.*

- Fill the engine up to the “H” (High) line on the dipstick with a good quality engine oil specified in the table.

Tightening Torque

Engine Oil Drain Plug:	20 N·m (2.0 kgf·m, 14.5 ft·lb)
Oil Filter:	17.5 N·m (1.8 kgf·m, 13 ft·lb)

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Engine Oil

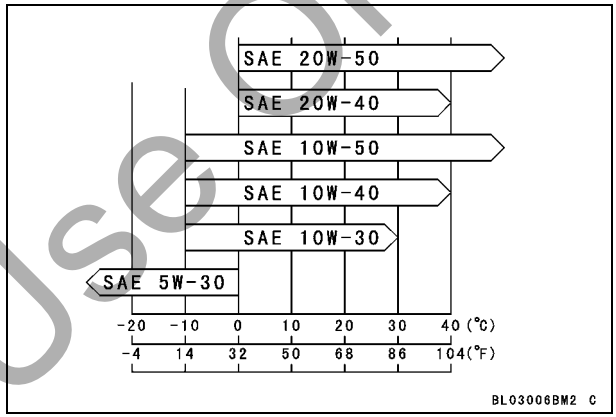
Grade:	API SF or SG
	API SH, SJ, SL, or SM with JASO MA, MA1 or MA2
Viscosity:	SAE 10W-40
Capacity:	2.4 L (2.5 US qt)
	[when filter is not removed]
	2.5 L (2.6 US qt)
	[when filter is removed]
	2.6 L (2.7 US qt)
	[when engine is completely dry]

NOTE

○ *Do not add any chemical additive to the oil. Oils fulfilling the above requirements are fully formulated and provide adequate lubrication for both the engine and the clutch.*

- Reinstall the cover plate as before.
- Run the engine for several minutes.
- Check the oil level.

Although 10W-40 engine oil is the recommended oil for most conditions, the oil viscosity may need to be changed to accommodate atmospheric conditions in your driving area.



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Front and Rear Final Gear Case Oil

In order for the differential, pinion, and ring gears to function properly, check the oil level and change the oil in accordance with the Periodic Maintenance Chart.

⚠ WARNING

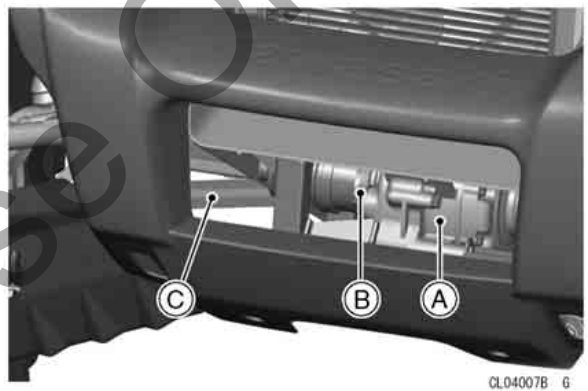
Vehicle operation with insufficient, deteriorated, or contaminated oil causes accelerated wear of the differential, pinion, and ring gears and may result in seizure. Seizure can lock the front and rear wheels and skid the front and rear tires, with consequent loss of control.

CAUTION

Vehicle operation with insufficient, deteriorated, or contaminated oil causes accelerated wear of the differential, pinion, and ring gears.

Oil Level Inspection

- With the vehicle level front-to-rear and side-to-side, remove the filler caps from the front and rear final gear cases.

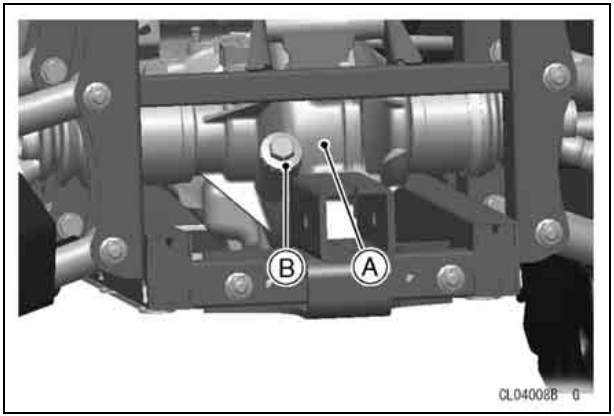


A. Front Final Gear Case
B. Filler Cap
C. Front Axle Shaft

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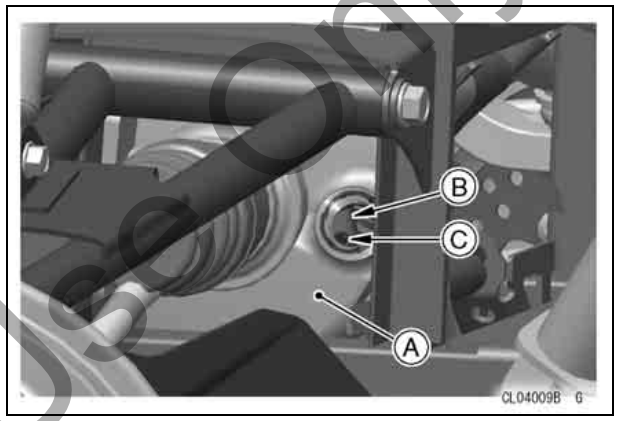


A. Rear Final Gear Case
B. Filler Cap

CAUTION

Be careful not to allow any dirt or foreign materials to enter the gear cases.

- Check the oil level. If it is insufficient, add oil through the oil filler openings as necessary. The oil level should come to the bottom thread of each filler opening.

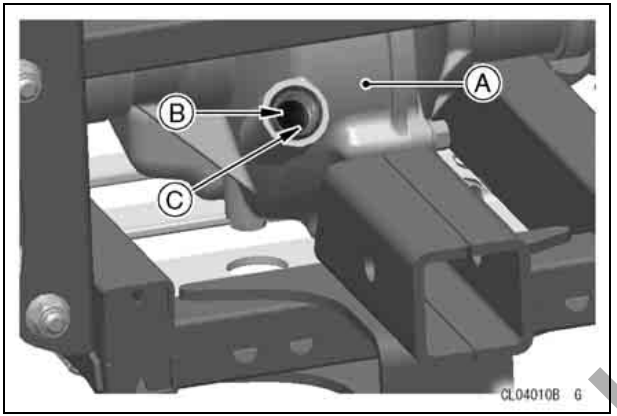


A. Front Final Gear Case
B. Filler Opening
C. Bottom Thread

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A. Rear Final Gear Case
B. Filler Opening
C. Bottom Thread

- Install each filler cap.

NOTE

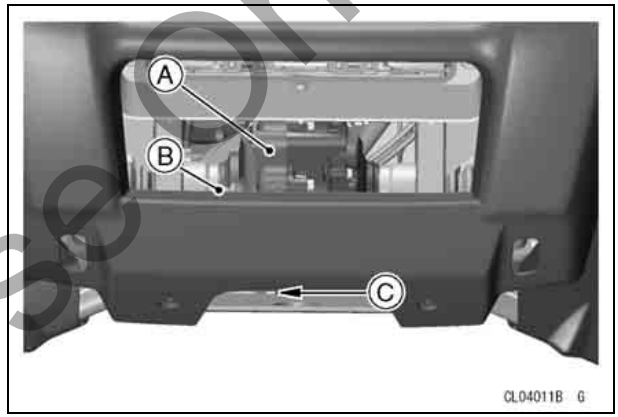
○ *Front and rear final gear cases use different types of oils. Use the specified type and brand of oil in each final gear case. See page 109 for more information.*

Oil Change

NOTE

○ *Front and rear final gear case oil drains easily and picks up any sediment when the oil is warmed up by running the vehicle.*

- With the vehicle level, place an oil pan beneath each gear case.
- Remove the filler caps and drain plugs.

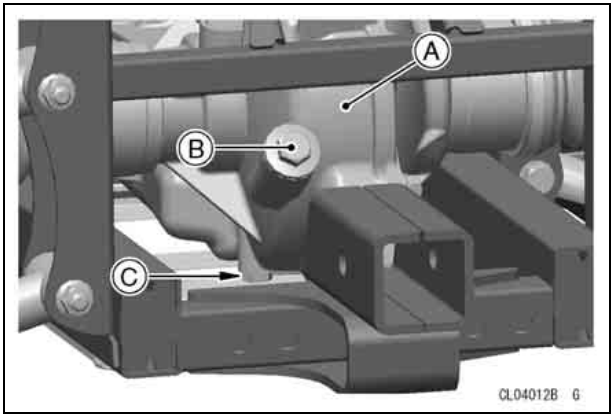


A. Front Final Gear Case
B. Oil Filler Cap
C. Drain Plug

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A. Rear Final Gear Case
B. Oil Filler Cap
C. Drain Plug

⚠ WARNING

Gear case oil is a toxic substance. Dispose of used oil properly. Contact your local authorities for approved disposal methods or possible recycling.

- After the oil has completely drained out, install the drain plugs and gaskets. Replace damaged gaskets with new ones.

Drain Plug Tightening Torque

Front Final Gear Case	15 N·m (1.5 kgf·m, 11.0 ft·lb)
Rear Final Gear Case	15 N·m (1.5 kgf·m, 11.0 ft·lb)

⚠ WARNING

When draining or filling the gear case, be careful that no oil gets on the tires or rims. Oil on tires can make them slippery which can cause an accident and injury. Clean off any oil that inadvertently gets on them with soap and water.

- Fill each gear case up to the bottom thread of the filler opening with a good quality oil specified in the table.

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Front Final Gear Case Oil (Equivalent to engine oil)

Oil Capacity	0.9 L (0.95 US qt)
Oil Type	API SF or SG API SH, SJ, SL, or SM with JASO MA, MA1 or MA2
	SAE 10W-40

Rear Final Gear Case Oil

Oil Capacity	1.0 L (1.06 US qt)
Oil Type	MOBIL FLUID 424, CITGO TRANSGARD TRACTOR HYDRAULIC FLUID, or Exxon Hydraul 560

NOTE

○ *Do not add any chemical additive to the oil. Oils fulfilling the above requirements are fully formulated and provide adequate lubrication for both the engine and the clutch.*

● Install the filler caps.

Filler Cap Tightening Torque

Front Final Gear Case	29 N·m (3.0 kgf·m, 21 ft·lb)
Rear Final Gear Case	29 N·m (3.0 kgf·m, 21 ft·lb)

CAUTION

The front and rear final gear cases require different oils.
To ensure correct performance and durability, use only the recommended oils.
•The front final gear case uses engine oil; the same oil you use in the engine. The front gear case contains the variable differential system which operates best when lubricated by engine oil.
•The rear final gear case uses a special oil type; refer to the chart above. The rear gear case contains the rear brake discs which must be lubricated by the MOBIL FLUID 424, CITGO TRANSGARD TRACTOR HYDRAULIC FLUID, or Exxon Hydraul 560 to ensure long life and proper performance.

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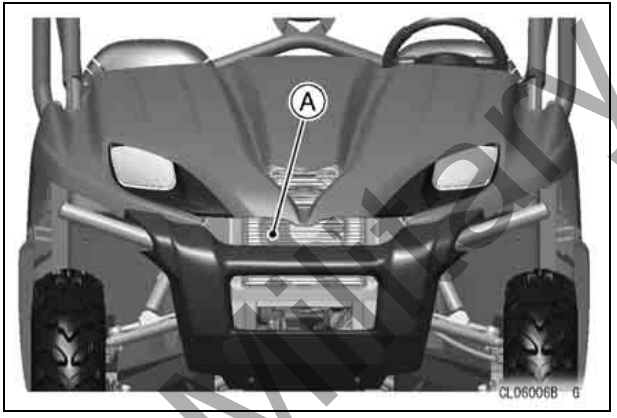
Cooling System

Radiator and Cooling Fan

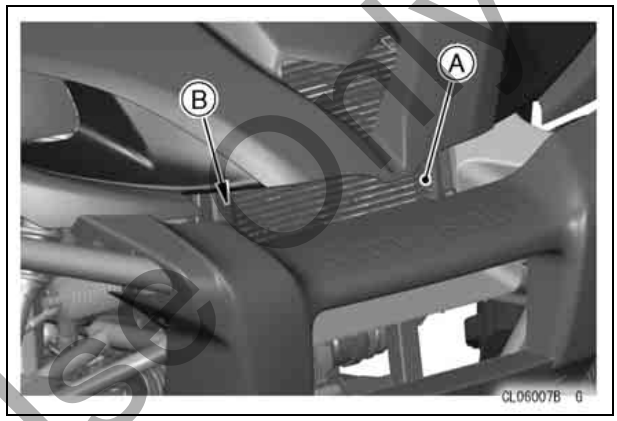
Check and clean the screen and radiator fins for obstruction by insects or mud in accordance with the Periodic Maintenance Chart. In dusty areas, the radiator should be cleaned more frequently than the recommended interval.

⚠ WARNING

The cooling fan turns on automatically, even with the ignition switch off. Keep your hands and clothing away from the fan blades at all times.



A. Radiator



A. Screen
B. Radiator

- Clean the screen, and radiator fins of any obstructions with a stream of low-pressure water.
- If insects or mud can not be completely removed, it should be cleaned by an authorized Kawasaki dealer.

CAUTION

Using high-pressure water, as from a car wash facility, could damage the radiator fins and impair the radiator's effectiveness.
Do not obstruct or deflect airflow through the radiator by installing unauthorized accessories in front of the radiator or behind the cooling fan. Interference with the radiator airflow can lead to overheating and consequent engine damage.

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Coolant

Coolant absorbs excessive heat from the engine and transfers it to the air at the radiator. If the coolant level becomes low, the engine overheats and may suffer damage. Check the coolant level each day before operating the vehicle, and replenish coolant if the level is low. Change the coolant in accordance with the Periodic Maintenance Chart.

NOTE

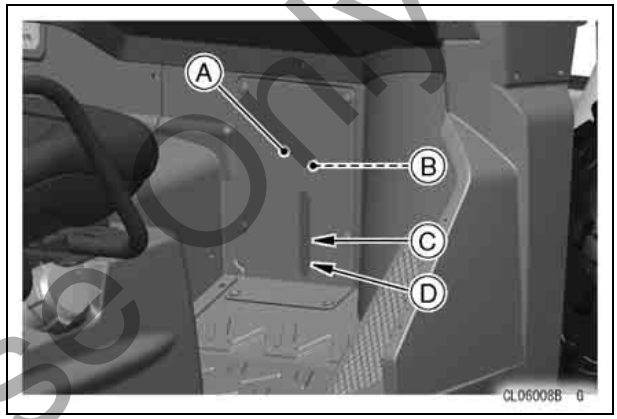
○ *A permanent type of antifreeze is installed in the cooling system when shipped. It is colored green and contains ethylene glycol. It is mixed at 50% with water and has a freezing point of –35°C (–31°F).*

Coolant Level Inspection

- Situate the vehicle on level ground.
- Coolant tank is located on the right side under the dashboard.
- Check the coolant level through the coolant level gauge on the reserve tank. The coolant level should be between the “F” (Full) and “L” (Low) marks.

NOTE

○ *Check the level when the engine is cold (room or atmospheric temperature).*



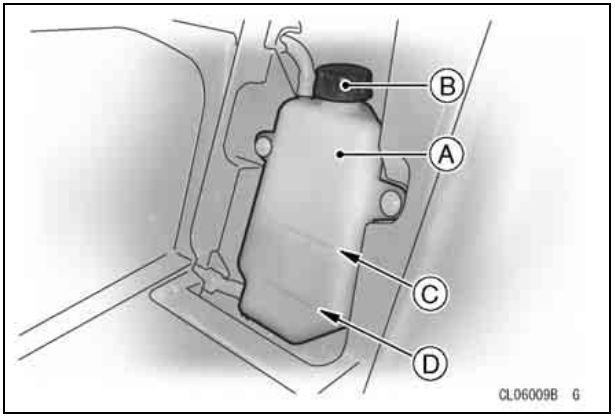
A. Cover Plate
B. Reserve Tank
C. “F” (Full) Mark
D. “L” (Low) Mark

- If the amount of coolant is insufficient first remove the cover plate, then unscrew the cap from the reserve tank and add coolant through the filler opening to the “F” (Full) mark. Install the cap and cover plate.

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A. Reserve Tank
B. Cap
C. "F" (Full) Mark
D. "L" (Low) Mark

Recommended Coolant Solution

Coolant Mixture Ratio:
Water 50%: Antifreeze 50% (1 : 1)
Recommended Antifreeze:
Permanent type antifreeze (ethylene glycol plus corrosion and rust inhibitor chemicals for aluminum engines and radiator).

NOTE

○ *In an emergency you can add water alone to the coolant reserve tank, however it must be returned to the correct mixture ratio by the addition of antifreeze concentrate as soon as possible.*

CAUTION

If coolant must be added often, or the reserve tank completely runs dry, there is probably leakage in the system. Have the cooling system inspected by your authorized Kawasaki dealer.

Coolant Change

Have the coolant changed by an authorized Kawasaki dealer.

Radiator Hoses

Radiator hoses and connections should be checked periodically by an authorized Kawasaki dealer in accordance with the Periodic Maintenance Chart.

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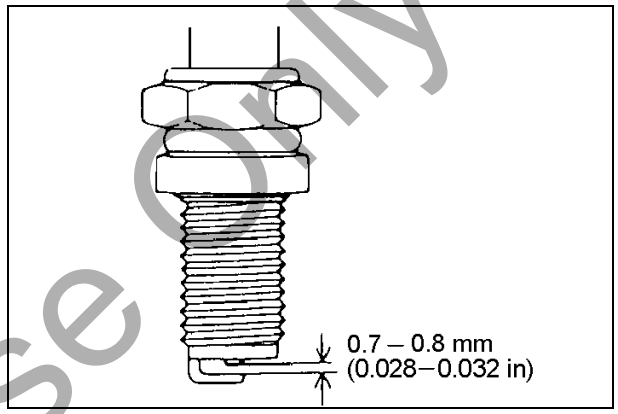
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Spark Plugs

The standard spark plug is shown in the table. The spark plug should be taken out periodically in accordance with the Periodic Maintenance Chart for cleaning, inspection, and resetting of the plug gap.

Maintenance

If the plug is oily or has carbon built up on it, have it cleaned, preferably in a sand-blasting device, and then clean off any abrasive particles. The plug may also be cleaned using a high flash-point solvent and a wire brush or other suitable tool. Measure the gap with a wire-type thickness gauge, and adjust the gap if incorrect by bending the outer electrode. If the insulator is cracked, replace the plug. Use the standard plug.



Spark Plug

Standard Plug	NGK CR7E
Plug Gap	0.7 ~ 0.8 mm (0.028 ~ 0.032 in.)
Tightening Torque	13 N·m (1.3 kgf·m, 13.0 ft·lb)

Spark Plug Removal

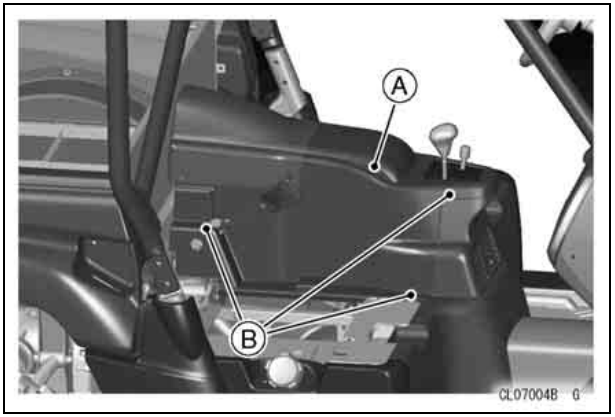
Rear Cylinder

- Release the bolts and rivets and remove the engine cover for access.

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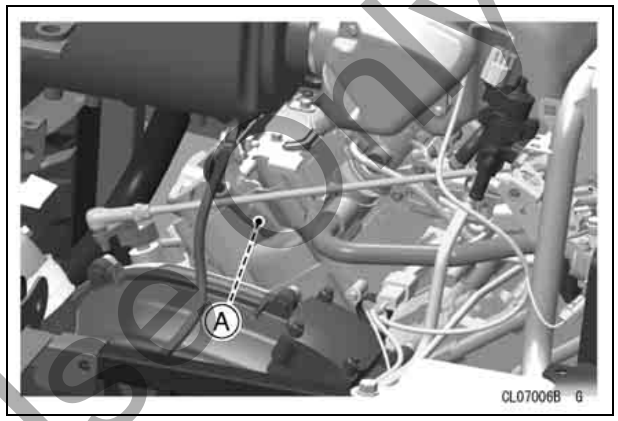
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A. Engine Cover
B. Bolts & Rivets (both sides)

- Carefully pull the spark plug cap from the rear spark plug.



A. Rear Spark Plug

- Unscrew the spark plug.

Front Cylinder

Front cylinder plug is located below the gear shift lever.

We suggest you ask an authorized dealer for the service since further removing covers are necessary for access.

Spark Plug Fitting

- Insert the plug into the plug hole.
- Tighten the plug to the specified torque.
- Put the spark plug cap in place and pull up lightly to make sure it is securely in place.

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Valve Clearance

Valve and valve seat wear decrease valve clearance, upsetting valve timing.

CAUTION

If valve clearance is left unadjusted, wear will eventually cause the valves to remain partly open; which lowers performance, burns the valves and valve seats, and may cause serious engine damage.

Valve clearance for each valve should be checked and adjusted in accordance with the Periodic Maintenance Chart.

Inspection and adjustment should be done by an authorized Kawasaki dealer.

Valve Clearance (Engine Cold)

INTAKE	0.10 ~ 0.15 mm (0.004 ~ 0.006 in.)
EXHAUST	0.20 ~ 0.25 mm (0.008 ~ 0.010 in.)

Engine Air Cleaner

A clogged engine air cleaner restricts the engine's air intake, increasing fuel consumption, reducing engine power, and causing spark plug fouling.

⚠ WARNING

A clogged air cleaner may allow dirt and dust to enter the throttle body and the throttle may stick or become impossible resulting in a hazardous operating condition.

CAUTION

A clogged air cleaner may allow dirt and dust to enter the engine causing excessive wear and possible engine damage.

The air filter element should be cleaned in accordance with the Periodic Maintenance Chart. In dusty areas, the elements should be cleaned more frequently than the recommended interval.

After driving through rain or on muddy roads, the element should be cleaned immediately.

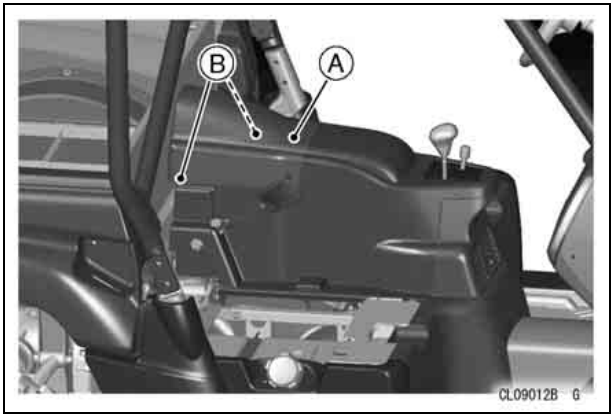
Element Cleaning

- Release the rivets and remove the air cleaner top cover.

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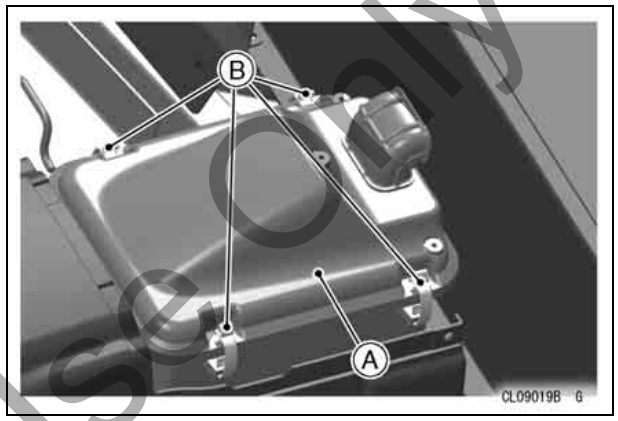
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A. Air Cleaner Top Cover
B. Rivets

- Pull up the snaps and remove the air cleaner housing cap.



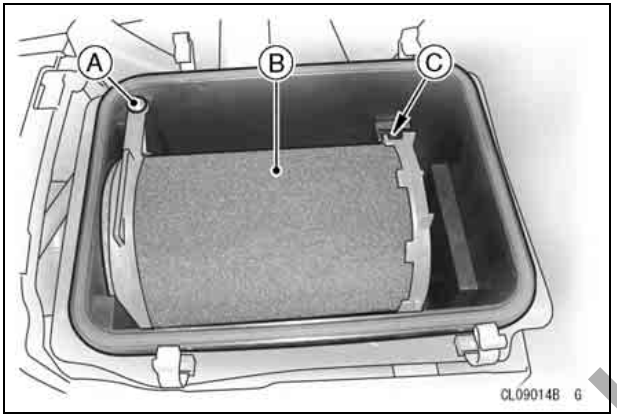
A. Air Cleaner Housing Cap
B. Snaps

- Release the fitting screw and remove the element from the cleaner housing.

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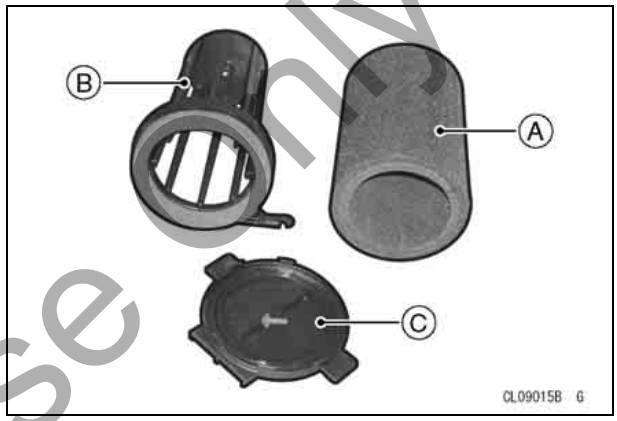
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A. Screw
B. Element
C. Groove

- Release the screw at the element holder end plate and carefully slide and remove the element from the element holder.



A. Air Filter Element
B. Element Holder
C. Element Holder End Plate

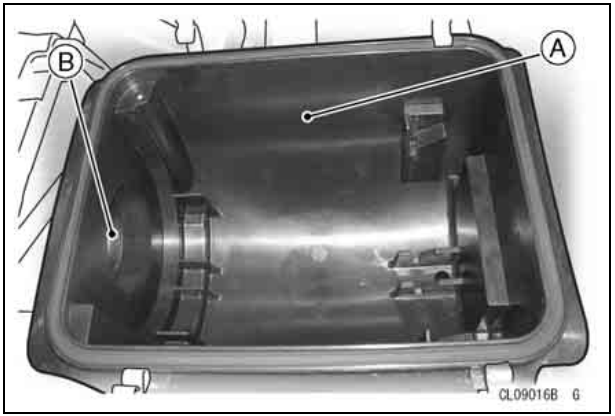
Check inside the inlet tract for dirt. If dirt is present, clean the inlet tract thoroughly. You may also need to replace the air filter element.

- Push a clean, lint-free towel into the inlet tract to keep dirt or other foreign material from entering into the throttle bodies.
- Wipe out the inside of the air cleaner housing with a clean damp towel.

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A. Air Cleaner Housing
B. Inlet Tract

⚠ WARNING

If dirt or dust is allowed to pass through into the throttle body, the throttle may stick or become inoperable resulting in a hazardous operating condition.

CAUTION

If dirt gets through into the engine, excessive engine wear and possibly engine damage will occur.

- Clean the element in a bath of high flash-point solvent using a soft bristle brush.

⚠ WARNING

Gasoline or low flash-point solvent are extremely flammable and can be explosive under certain conditions.
A fire or explosion can cause severe injury or death. Use a high flash-point solvent to clean the air cleaner element. Never use gasoline or low flash-point solvents. Clean the element in a well-ventilated area free from any source of flame or sparks; this includes any appliances with a pilot light.

- Squeeze it dry in a clean towel. Do not wring the element or blow it dry; the element can be damaged.
- Inspect the element for damage. If it is torn, punctured, or hardened, replace it.

NOTE

○ *Replace the element after cleaning it five times or if it is damaged.*

- After cleaning, saturate the element with a high quality foam air filter oil, squeeze out the excess, then wrap it in a clean rag and squeeze it as dry as possible. Be careful not to tear the element.
- Remove the temporary protective towel from the inlet tract.
- Assemble the element with holder.

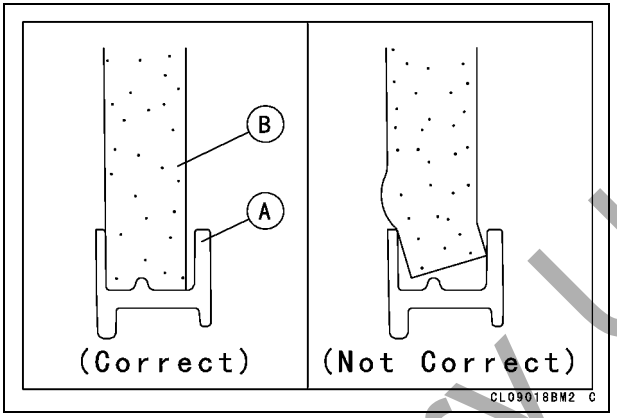
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NOTE

○ *Be sure that the edge of the element fits completely in the groove and does not rest on the edge of the holder or become folded in the groove as shown in the illustrations.*



A. Holder
B. Element

● Install the air filter assembly into the housing.

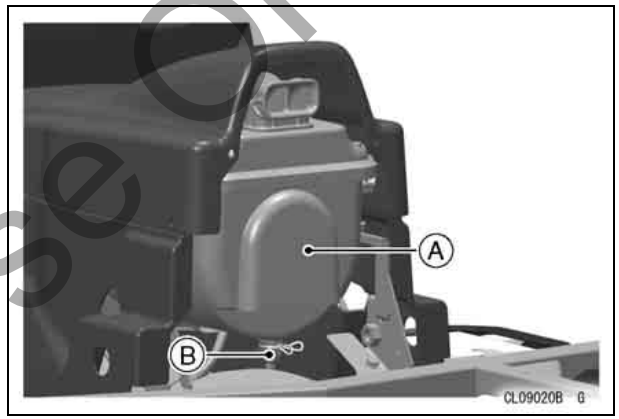
NOTE

○ *Be sure to install the element holder end plate into the housing groove to assure a complete seal.*

● Install the cleaner housing cap and air cleaner top cover.

Dust, Oil and/or Water Inspection

● Remove the drain cap on the bottom of the air cleaner housing to expel dust, oil and/or water accumulate inside.



A. Air Cleaner Housing
B. Drain Cap

NOTE

○ *Raise the cargo bed for access.*

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Spark Arrester

This vehicle is equipped with a spark arrester approved for off-road use by the U.S. Forest Service. It must be properly maintained to ensure its efficiency. In accordance with the Periodic Maintenance Chart, clean the spark arrester.

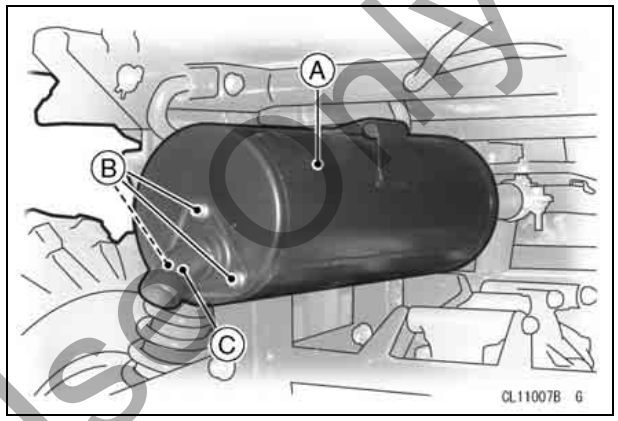
⚠ WARNING

Incorrectly installed spark arrester can emit sparks which can cause a fire. Be sure the spark arrester and muffler are installed securely.

Spark Arrester Cleaning and Inspection

⚠ WARNING

To avoid burns, wear gloves while cleaning the spark arrester. Since the engine must be run during this procedure, the muffler will become hot.



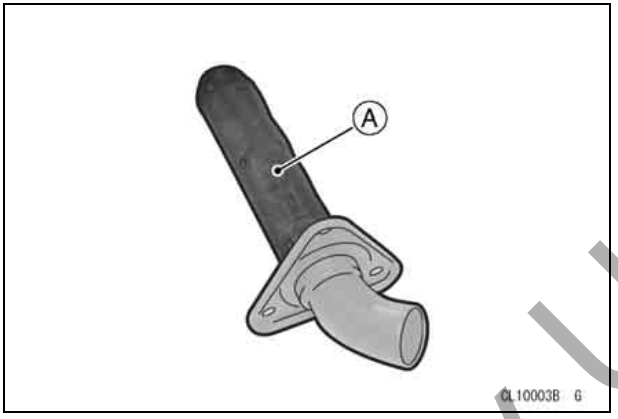
A. Muffler
B. Bolts
C. Spark Arrester

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- Remove the spark arrester and clean in a bath of high-flash point solvent and if necessary use a fine wire brush to gently remove any particles in the screen.



A. Spark Arrester

- Inspect the screen and renew it if it is damaged.
- In an open area away from combustible materials, start the engine with the transmission in neutral.

⚠ WARNING

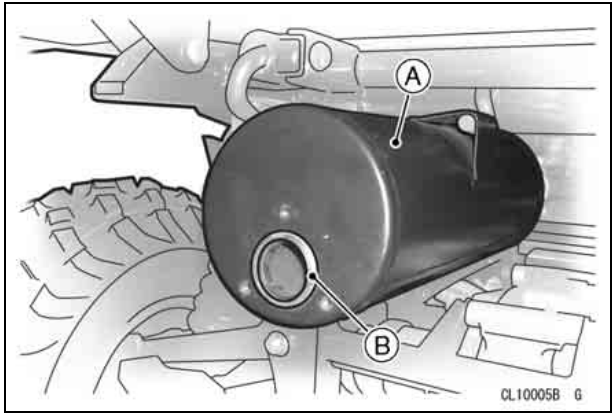
Cleaning the spark arrester near combustible materials can cause a fire resulting in burns. Never run the engine with the spark arrester disassembled near combustible materials. Hot carbon particles are emitted during the cleaning procedure.

- Raise and lower engine speed while tapping on the muffler with a rubber mallet until carbon particles are purged from the muffler.

⚠ WARNING

Do not run the engine in a closed area. Exhaust gases contain carbon monoxide; a colorless, odorless, poisonous gas. Breathing exhaust gas leads to carbon monoxide poisoning, asphyxiation, and death.

- Stop the engine.
- Renew the gasket and paste it on the muffler with grease before installing the spark arrester.



A. Muffler
B. Gasket

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- Install the spark arrester in place and tighten the bolts to the specified torque.

Tightening Torque

Spark Arrester
Mounting Bolts: 13.0 N·m (1.3 kgf·m, 115 in·lb)

Throttle Pedal

If the throttle pedal has excessive play due to either cable stretch or misadjustment, it will cause a delay in throttle response, especially at low engine speed. Also, the throttle may not open fully. If the throttle pedal has no play, the throttle may be hard to control, and the idle speed may be erratic. Check the throttle pedal play periodically in accordance with the Periodic Maintenance Chart, and adjust the play if necessary.

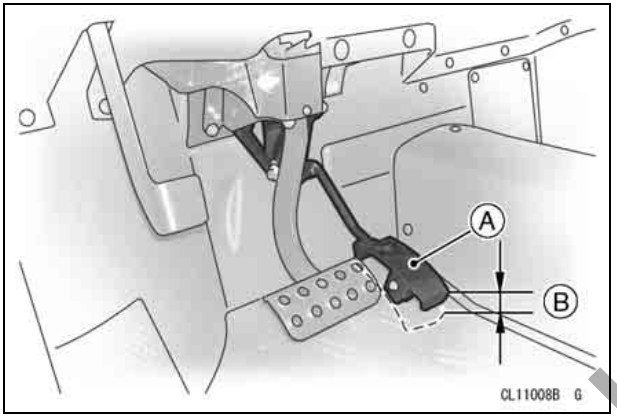
Throttle Pedal Play Inspection

- Apply the parking brake.
- Put the gear shift lever in the “N” (Neutral) position.
- Start the engine, and warm it up thoroughly.
- Measure the distance the throttle pedal moves before the engine begins to pick up speed. Free play should be 5 ~ 10 mm (0.2 ~ 0.4 in.).

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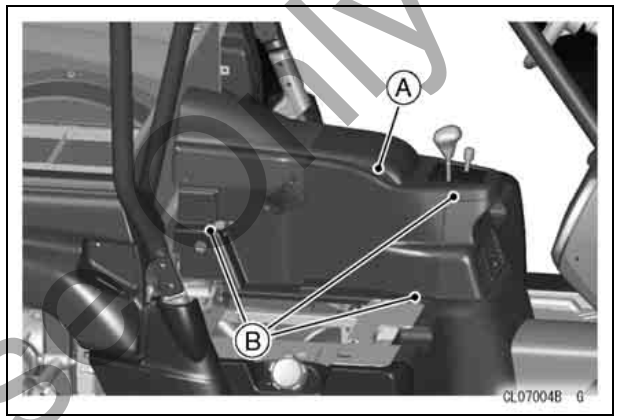
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A. Throttle Pedal
B. 5 ~ 10 mm (0.2 ~ 0.4 in.)

Throttle Pedal Free Play Adjustment

- Release the bolts and rivets and remove the engine protective cover for access.



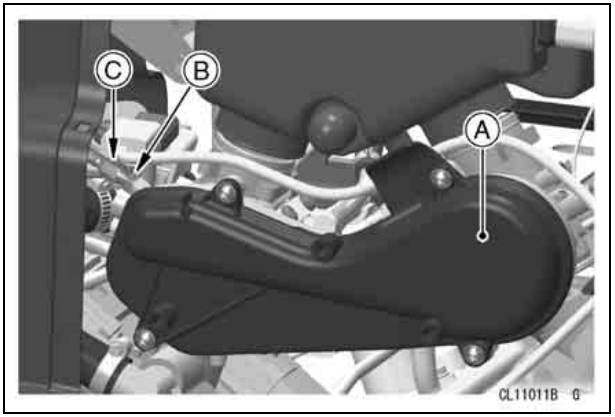
A. Cover
B. Bolts & Rivets (both sides)

- The adjusting nut is located next to the throttle link case cover on the left side of the engine.
- Loosen the locknut and turn the adjusting nut on the throttle cable until the proper amount throttle cable free play is obtained.

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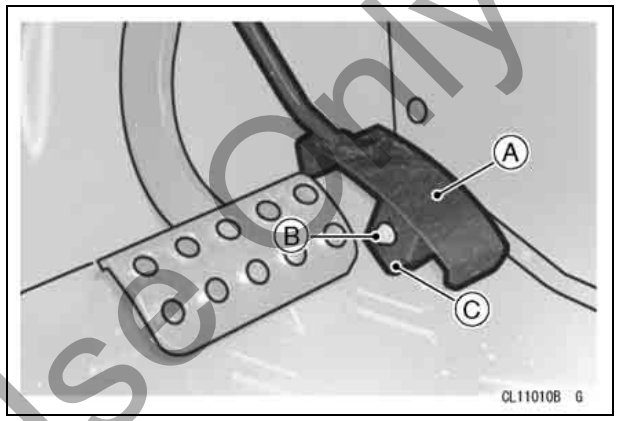
A. Throttle Link Case Cover
B. Locknut
C. Adjusting Nut

- Tighten the locknut securely and install the engine protective cover.

Throttle Pedal Stop Position Adjustment

The full throttle pedal stop position can be adjusted to prevent pulling the throttle more than required.

- Loosen the locknut and make the adjuster free.
- Depress the throttle pedal until the throttle body is fully opened and hold it there.
- Move the adjuster until its bottom touches the floor plate lightly.
- Tighten the locknut securely.



A. Throttle Pedal
B. Locknut
C. Adjuster

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Idle Adjustment

Idle adjustment is controlled by the ECU and cannot be adjusted. If the idle speed is unstable or out of specification, have your authorized Kawasaki dealer inspect the fuel injection system.

Specified Idle Speed:	1 100 ±50 rpm

High Altitude Use

High altitude adjustment is not required as the ECU (electronic control unit) controls the air/fuel mixture automatically.

Fuel Hoses

Fuel hoses and connections should be checked and replaced periodically by an authorized Kawasaki dealer in accordance with the Periodic Maintenance Chart.

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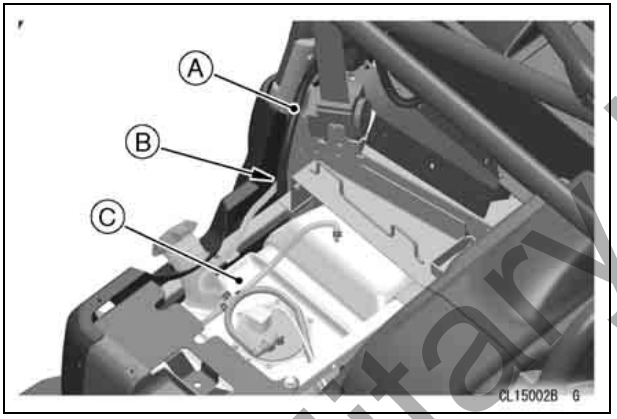
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Fuel Tank Vent

The fuel tank vent hoses must be routed as specified.

The engine may stall or lose power if the fuel tank vent is plugged or if the vent hoses are pinched. Inspect the vent hose before driving and whenever the engine seems to lose power. If the fuel tank is full but the engine feels as if it is running out of fuel, check the vent hoses.

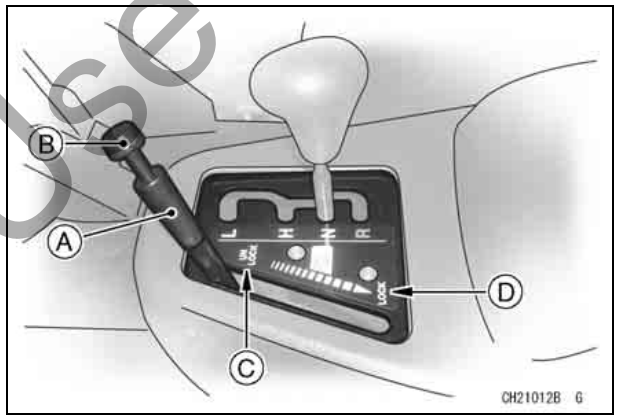


A. Fuel Tank Vent Hose
B. Check Valve
C. Fuel Tank

Differential Shift Lever

By pulling the differential shift lever rearward, the driving force of the front wheels equalizes providing more traction.

In accordance with the Periodic Maintenance Chart, have your authorized Kawasaki dealer check that the shift lever functions properly.



A. Differential Shift Lever
B. Push Button
C. Differential (Unlocked-Axle) Mode Position (Un-Lock)
D. Locked-Axle Mode Position (Lock)

NOTE

○ *If the shift lever is pulled fully rearward and lock -axle function is still not effective enough, see your*

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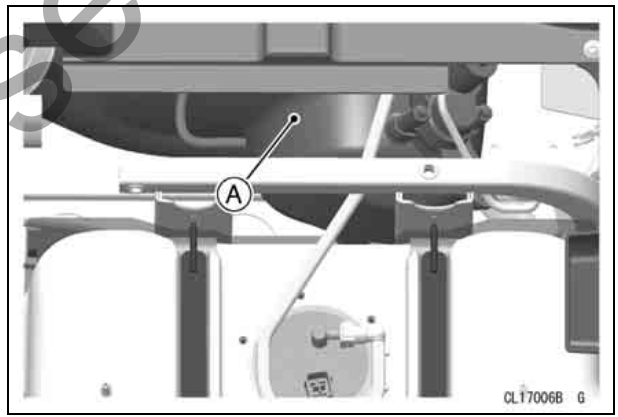
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authorized Kawasaki dealer for inspection and adjustment.

Belt Drive Transmission (CVT)

The vehicle is equipped with a belt–driven Continuously Variable Transmission (CVT). This automatic drive system, although simple to operate, does require periodic inspection since the drive belt wears with normal use.

Inspection should be done by an authorized Kawasaki dealer.



A. Belt Drive Transmission (CVT)

Periodic Drive Belt Inspection Requirements

Drive belts wear with normal use. Inspection of the transmission drive belt is required at least every 200 hours, 180 days of vehicle use or 4,000 km (2,500 mi.) whichever comes first. An average day of use is calculated as 20 km (13 mi.) per day or 1.1 hours.

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More frequent inspection is necessary if the vehicle is subjected to hard usage.

⚠ WARNING

Neglect, abuse, or failure to maintain the transmission can result in a severely worn or damaged drive belt locking up the transmission and wheels. As a result, operator can lose control and have an accident resulting in injury or death.
For this reasons, inspection of the transmission is required at least every 180 days of vehicle use (average 20 km/day or 13 mi/day) not to exceed 4,000 km (2,500 mi) or 200-hour vehicle use, since drive belts wear with normal use. More frequent inspection is necessary if the vehicle is subjected to hard usage such as pulling a trailer, operating in mud or deep water, or in extremely dusty conditions. If excessive belt slippage occurs, do not drive the vehicle until damaged components are repaired.

Causes of accelerated Belt Wear

Avoid these hard usage conditions to obtain maximum belt life and prevent accelerated belt wear and deterioration.

- Operating the vehicle in high range while climbing hills, carrying heavy loads, or pulling a trailer.
- Exceeding maximum vehicle load or trailer weight.
- Operating in mud or water deeper than recommended.
- Operating in extremely dusty conditions.
- Continued operation with excessive belt slippage.
- Failure to apply the foot and hand brake controls while desending hills.

Indications of Excessive Belt Slippage

Excessive slippage will accelerate belt wear and lead to failure. Recognize these symptoms of excessive belt slippage. If excessive slippage occurs, do not continue to drive the vehicle until all damaged components are repaired.

- Smell of burning rubber.
- Visible white smoke.
- Sluggish initial acceleration or loss of power.
- Engine rpm is higher for the same vehicle speed.
- Engine vibration.

Belt Protection System and Belt Indicator Light

When the drive belt is subjected to such harsh usage, the belt protection system is activated and decreases the engine speed and the belt indicator light starts flashing to warn the operator. Stop using the vehicle under such harsh conditions. Refer to the “Multifunction Meter” section in the GENERAL INFORMATION chapter.

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When swamped;

If a large amount of water accidentally has entered the CVT housing, it will cause drive belt slippage and loss of power. Refer to the "Driving through Water" section in the SAFE OPERATION chapter for discharging the water.

Kawasaki Engine Brake Control System

This vehicle is equipped with the Kawasaki Engine Brake Control System. It can assist the operator when descending hills by supplementing the wheel brake system with additional braking force that is produced by the engine.

Kawasaki Engine Brake Control System lever wears gradually so inspection is required in accordance with the Periodic Maintenance Chart by an authorized Kawasaki dealer.

NOTE

○ *This system does not function in reverse. It cannot function if the battery is disconnected.*

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Brakes

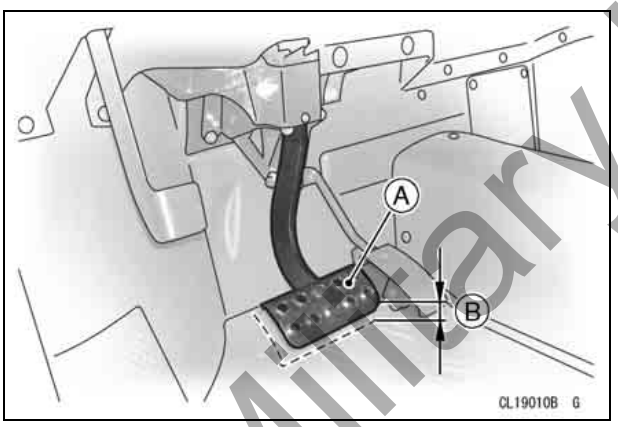
The vehicle is equipped with hydraulically activated disc brakes for the front wheels and enclosed wet multi-plate brake for the rear wheels.

Brake Pedal

Brake Pedal Free Play Inspection

In accordance with the Periodic Maintenance Chart, check the brake pedal free play.

- Depress the brake pedal lightly by hand.
- There should be 2 ~ 10 mm (0.1 ~ 0.4 in.) of free play.



A. Brake Pedal
B. 2 ~ 10 mm (0.1 ~ 0.4 in.)

- If the brake pedal has more free play than specified or the pedal action feels rough or "catchy," have the brake system inspected immediately by an authorized Kawasaki dealer.

Disc Brake Fluid

In accordance with the Periodic Maintenance Chart, inspect the brake fluid level in the front brake fluid reservoir and change the brake fluid. The brake fluid should also be changed if it becomes contaminated with dirt or water.

Fluid Requirement

Use extra heavy-duty brake fluid only from a container marked DOT4.

CAUTION

Do not spill brake fluid onto any painted surface. It will damage the paint. If brake fluid is spilled, wash it off immediately with water.

⚠ WARNING

Contaminated brake fluid can reduce braking performance or cause brake failure, resulting in an accident.
Do not use brake fluid from a container that has been left open or that has been unsealed for a long time. The fluid will absorb moisture and may be contaminated with dust and dirt.

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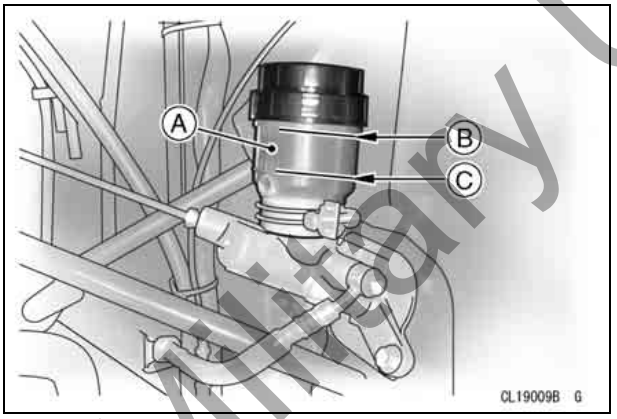
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⚠ WARNING

Damaged or leaking brake hoses and fittings can cause brake failure resulting in an accident.
Inspect brake fluid level regularly.
Replace any damaged or leaking brake hoses and fittings.
Maintain the brake system in accordance with the Periodic Maintenance Chart.

Fluid Level Inspection

- The brake fluid level in the brake fluid reservoir must be kept between the upper (marked MAX) and lower (marked MIN) level lines.



A. Brake Fluid Reservoir
B. Upper Level Line (MAX)
C. Lower Level Line (MIN)

- If the level is lower than the lower level line, check for leaks in the brakes lines and fill the reservoir to the upper level line with the same type and brand of fluid that is already in the reservoir.

Fluid Change

Have the brake fluid changed by an authorized Kawasaki dealer.

Front Brake:

Disc and brake pad wear is automatically compensated for and has no effect on the brake lever action. There are no parts that require adjustment on the front brake.

⚠ WARNING

Air in brake line can make the brake feel mushy or soft. This may cause reduced braking performance or brake failure and result in an accident.
If brake lever travel is excessive or the brake feels mushy, have an authorized Kawasaki dealer inspect it immediately.

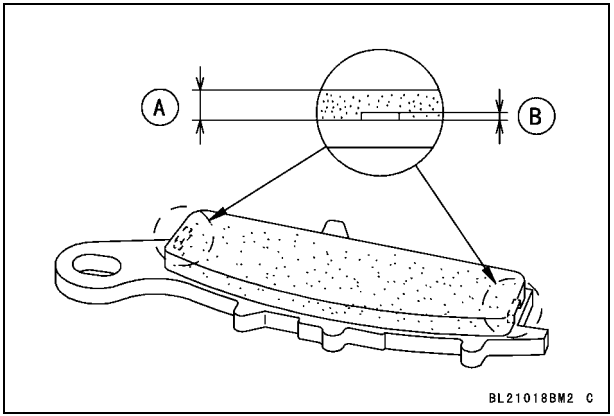
Brake Wear Inspection

In accordance with the Periodic Maintenance Chart, inspect the brakes for wear. For each front disc brake caliper, if the thickness of either pad is less than 1 mm (0.04 in.), replace both pads in the caliper as a set. Pad wear inspection and pad replacement should be done by an authorized Kawasaki dealer.

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A. Lining Thickness
B. 1 mm (0.04 in.)

Rear Brake:

Brake Wear Inspection

This vehicle is equipped with an Enclosed Wet Multi-Plate type rear brake system. The brake plates should be replaced in accordance with the Periodic Maintenance Chart. Replacement should be done by an authorized Kawasaki Dealer.

Brake hoses

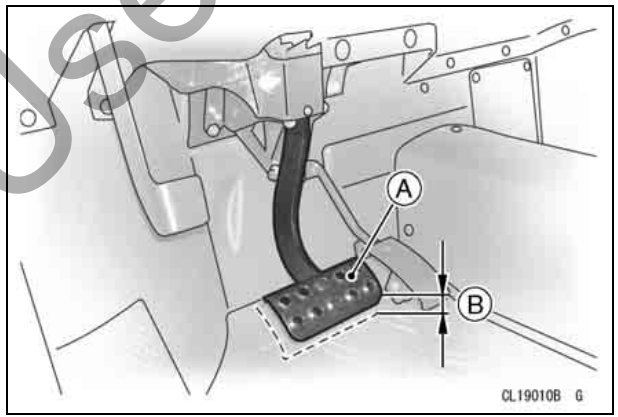
Brake hoses, pipes, and other components should be checked and replaced periodically by an authorized Kawasaki dealer in accordance with the Periodic Maintenance Chart.

Brake Light Switch

When the brake pedal is depressed, the brake light goes on. The brake light switch should be inspected in accordance with the Periodic Maintenance Chart.

Inspection

- Turn the ignition switch to the “ON” position.
- Depress the brake pedal. The brake light should go on after about 10 mm (0.4 in.) of pedal travel.



A. Brake Pedal
B. 10 mm (0.4 in.)

- If it does not, check the bulb and, if necessary, adjust the brake light switch.

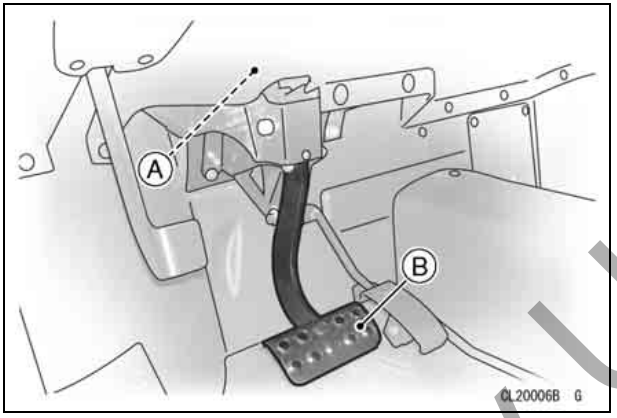
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Adjustment

Adjustment is best performed by an authorized Kawasaki dealer since the cover plate needs to be removed for access.

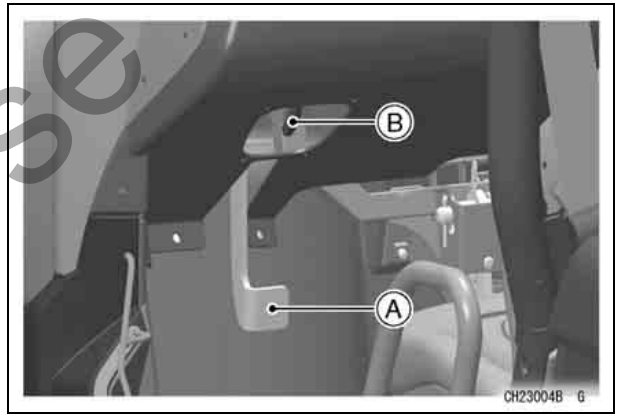


A. Brake Light Switch (inside the cover)
B. Brake Pedal

Parking Brake Pedal

The parking brake helps hold the vehicle from rolling while parked.

In accordance with the Periodic Maintenance Chart, have the parking brake pedal functions checked by an authorized kawasaki dealer.



A. Parking Brake Pedal
B. Release Lever

NOTE

○ *Also if there is any doubt as to the condition or braking effectiveness, have the parking brake system inspected by an authorized Kawasaki dealer.*

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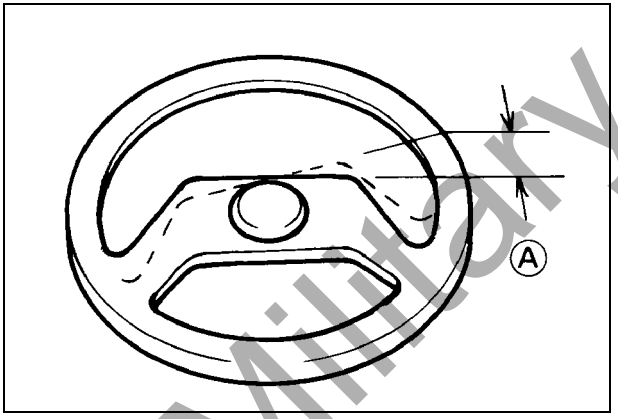
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Steering Wheel

In accordance with the Periodic Maintenance Chart, check the steering wheel for the specified free play and smooth operation.

Free Play Inspection

- Park the vehicle on level ground.
- Lightly turn the steering wheel left and right.
- There should be 0 ~ 20 mm (0 ~ 0.8 in.) of free play.
- If there is excessive free play or strange noises, or the steering feels rough or “catchy,” have the steering system checked by an authorized Kawasaki dealer.



A. 0 ~ 20 mm (0 ~ 0.8 in.)

Steering Position Adjustment

The steering wheel position can be adjusted to suit the operator. Since the adjustment requires the dashboard to be removed for access, have your authorized Kawasaki dealer do this adjustment.

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Wheels

Rims

The rims are a drop-center, tubeless tire design. Take care not to damage the sealing surfaces of the tire or rim when removing or installing tires. Note that the rims, like automotive rims, are not symmetrical. All wheels must be installed so that the valve stems are on the outside of the vehicle.

Wheel Nuts

Check for wheel nuts tightness in accordance with the Periodic Maintenance Chart.

Tightening Torque: 137 N·m (14 kgf·m, 101 ft·lb)

Tires

The front and rear tires are knobby tubeless tires. When replacing tires, check the valve stems and cores for damage. Take care not to damage the tire sealing surfaces of the rims.

Standard Tires

	KRF750G/H/J/K/L/M
Front	26 × 8.00-12
Rear	26 × 10.00-12

Tire Air Pressure (when cold)

	KRF750G/H/J/K/L/M
Front	60 kPa (0.6 kgf/cm², 8.7 psi)
Rear	90 kPa (0.9 kgf/cm², 13.1 psi)

NOTE

- *Tires are an important part of the suspension of the vehicle. Tire construction characteristics and tire inflation pressure can greatly influence vehicle handling. Kawasaki recommends that you always replace tires with standard replacement tires as shown above. It is also very important to have tires of the same type and size on all axles, and at the same inflation pressure, on each axle.*
- *Installation of non-standard tires, or use of different tires on one axle, can change or impair the handling of the vehicle.*
- *Installation of tubeless tires on rims requires compressed air and is normally recommended as a dealer service operation. Nevertheless, a tube can be inserted into the tire by the operator as an emergency repair.*

Maximum Tire Air Pressure for Seating Beads

Front and Rear	250 kPa (2.5 kgf/cm², 36 psi)

Payload and Tire Pressure

Failure to maintain proper inflation pressures or observe payload limits for your tires can change or impair handling and performance of the vehicle. The

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maximum recommended load carrying capacities are 491 kg (1,083 lb) for KRF750G/H, 480 kg (1,058 lb) for KRF750J/K, 496 kg (1,094 lb) for KRF750L, and 470 kg (1,036 lb) for KRF750M.

Use a tire pressure gauge to accurately set tire pressure.

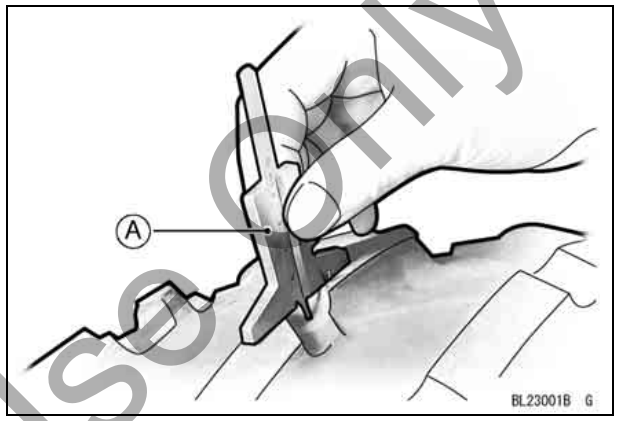
⚠ WARNING

Inflate both front tires to the same pressure and both rear tires to the same pressure. Operating with unequally or improperly pressurized tires can adversely affect steering or handling.

Tire Wear, Damage

As tire tread wears down, tires become more susceptible to puncture and failure.

- In accordance with the Periodic Maintenance Chart, measure the depth of the tread with a depth gauge, and replace any tire that has worn down to the minimum allowable tread depth.



A. Tire Depth Gauge

Minimum Tread Depth

Front Tire	4 mm
Rear Tire	4 mm

- Visually inspect the tire for cracks and cuts, replacing the tire in case of bad damage. Swelling or high spots indicate internal damage, requiring tire replacement.
- Remove any imbedded stones or other foreign particles from the tread.

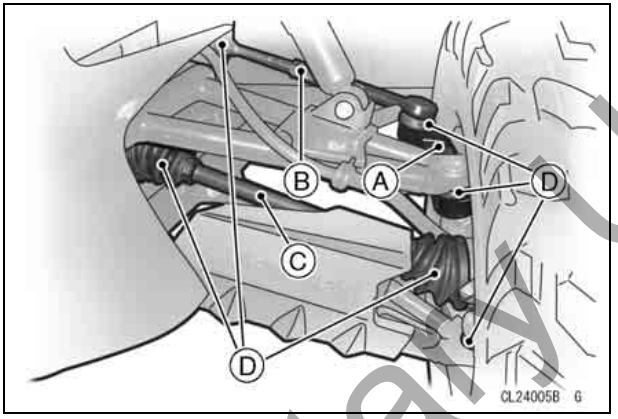
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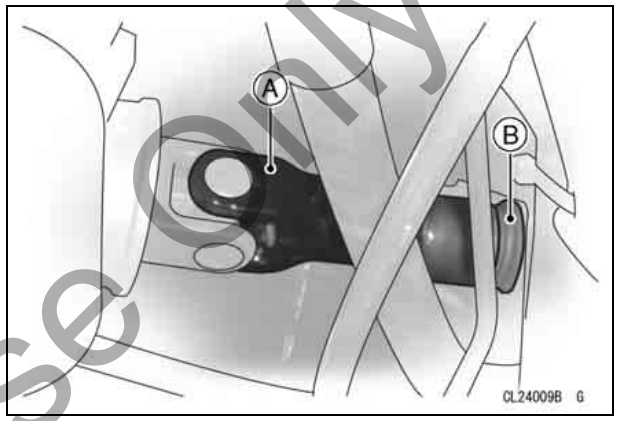
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Joint Boots

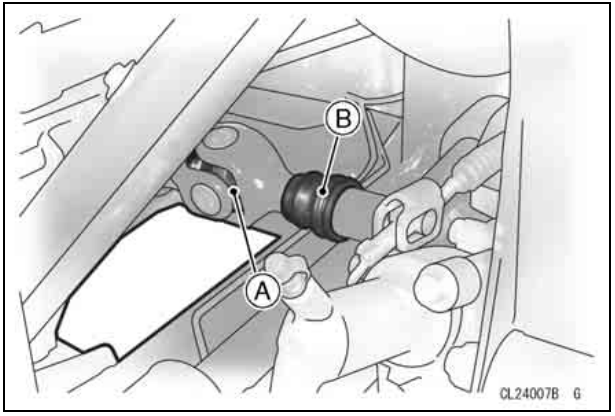
In accordance with the Periodic Maintenance Chart, inspect the joint boots on the front axles, tie rod ends, steering knuckles, and rear axle shafts for cracks, holes, damage or deterioration. If there is any one of them, have the joint boot replaced by an authorized Kawasaki dealer.



A. Steering Knuckle
B. Tie Rod
C. Front Axle
D. Joint Boots



A. Front Propeller Shaft
B. Joint Boot

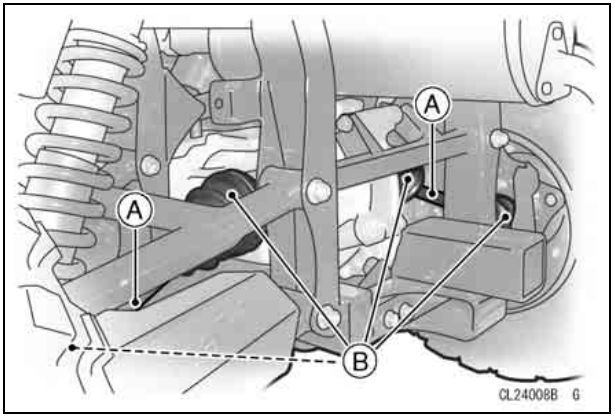


A. Rear Propeller Shaft
B. Joint Boot

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A. Rear Axles
B. Joint Boots

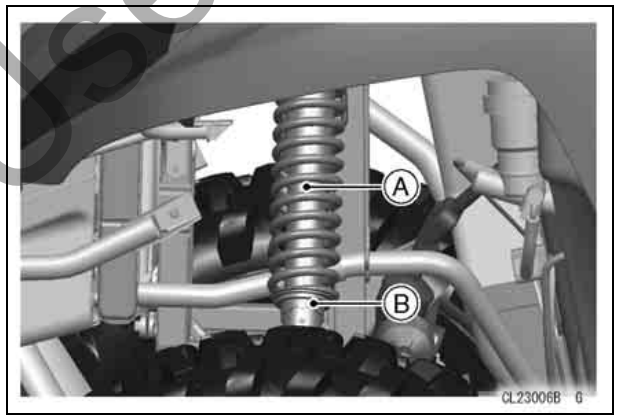
Suspension

(except KRF750L)

Front Shock Absorber

Front Shock Absorber Spring Force Adjustment

The spring adjusting sleeves on the front shock absorbers have 5 positions so that the springs can be adjusted for different driving and loading conditions.

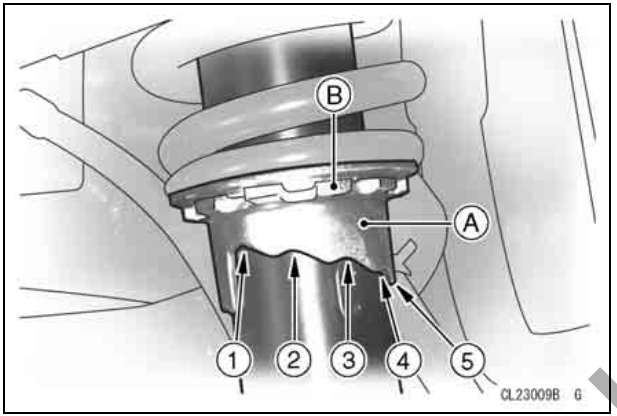


A. Shock Absorber
B. Adjusting Sleeve

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A. Adjusting Sleeve
B. Turn here with a hook wrench

If the spring action feels too soft or too stiff, have the sleeves adjusted by an authorized Kawasaki dealer in accordance with the following table.

- Turn the adjusting sleeves on the shock absorbers to the desired position.

Spring Action

Position	Spring Force	Setting	Load	Surface	Speed
1		Soft	Light	Good	Low
2		↑	↑	↑	↑
3		|	|	|	|
4		↓	↓	↓	↓
5	Stronger	Hard	Heavy	Bad	High

⚠ WARNING

Improper shock absorber adjustment can cause poor handling and loss of stability, which could lead to an accident.
Always adjust the shock absorbers on the left and right side to the same setting.

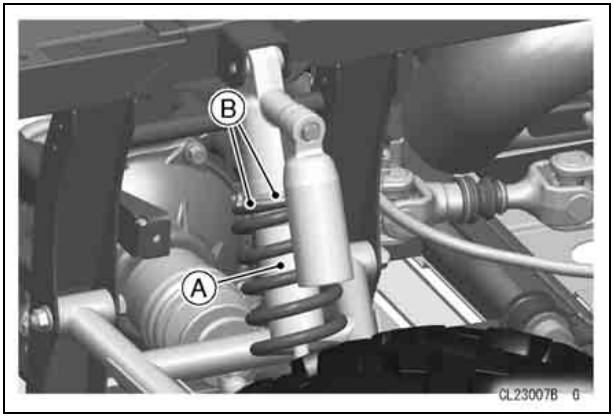
Rear Shock Absorber

The rear shock absorber can be adjusted by changing the spring preload for various driving and loading conditions. If the spring action feels too soft or too stiff, have it adjusted by an authorized Kawasaki dealer.

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A. Rear Shock Absorber
B. Adjusting Sleeves

(KRF750L only)

Front and Rear Shock Absorbers

The both shock absorbers can be adjusted by changing the spring preload and rebound and compression damping force for various riding and loading conditions.

Before making any adjustments, however, read the following procedures:

CAUTION

Do not force the rebound and compression damping force adjusters beyond the fully tightened position, or the adjusting mechanism may be damaged.

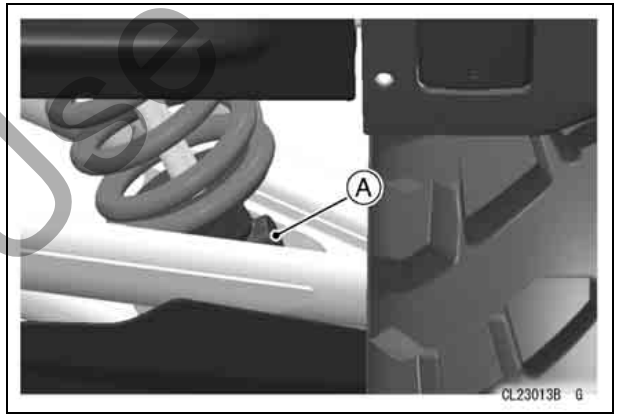
Spring Preload Adjustment

The spring adjusting nut on the shock absorber can be adjusted.

If the spring action feels too soft or too stiff, have it adjusted by an authorized Kawasaki dealer.

Rebound Damping Force Adjustment

The rebound damping force adjuster is located at the lower end of the shock absorber.



A. Rebound Damping Force Adjuster

- Turn the rebound damping force adjuster all the way clockwise with a screwdriver to make the damping force greatest.
- Turn the adjuster counterclockwise to decrease damping force.

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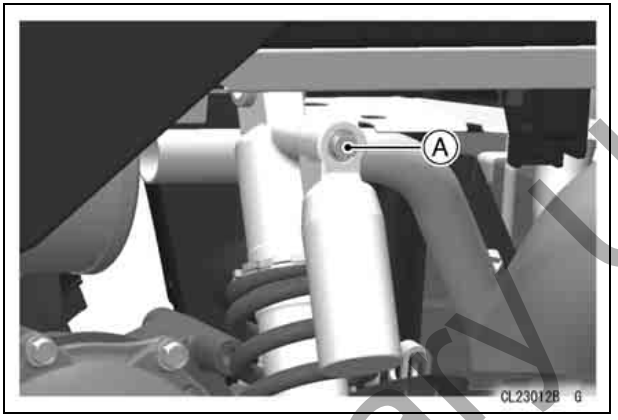
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Compression Damping Force Adjustment

The compression damping force adjuster is located on the gas reservoir at the upper end of the shock absorber.

- Turn the compression damping force adjuster for the front shockabsorber or click it for the rear all the way clockwise with a screwdriver to make the damping force greatest.



A. Compression Damping Force Adjuster

- Turn or click the adjuster counterclockwise to decrease damping force.

The standard setting positions of the rebound damping force adjuster and compression damping force adjuster for an average-build rider of 68 kg (150 lb) with no passenger and no accessories are as follows:

Rebound Damping Force Adjuster	1 turn out*
Compression Damping Force Adjuster	3.5 turns out (front) or 12 clicks out (rear)*

*: Out from the fully tightened position

⚠ WARNING

This unit contains high pressure nitrogen gas. Mishandling can cause explosion.
Read service Manual for instructions.
Do not incinerate, puncture or open.

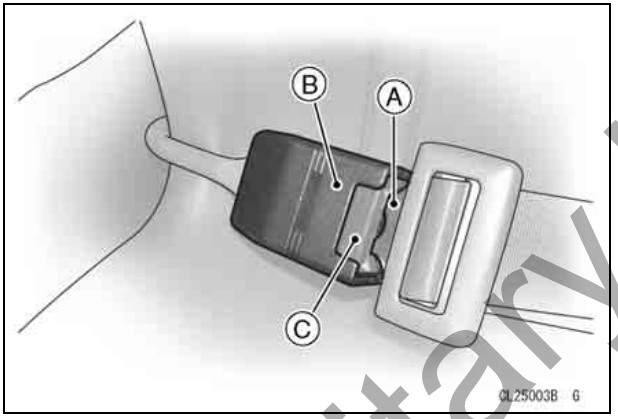
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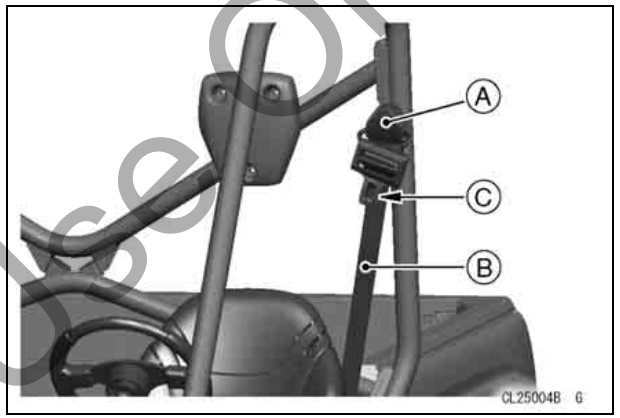
Seat Belts

In accordance with the periodic Maintenance Chart, check that each seat belt functions properly. Push the latch plate into the buckle until it clicks. The latch plate must slide smoothly into the buckle. The click sound indicates it is securely latched. Pull the belt vigorously and make sure that the retractor stops paying out the seat belt.



A. Latch Plate
B. Buckle
C. Red Button

Push the red button in the buckle to make sure the latch plate is released freely and the belt is wound into the retractor freely. Also check the belt webbing for wear, cuts or damage. If any irregularities are found, have the seat belt system checked or replaced by an authorized Kawasaki dealer.



A. Retractor
B. Seat Belt
C. Latch Plate

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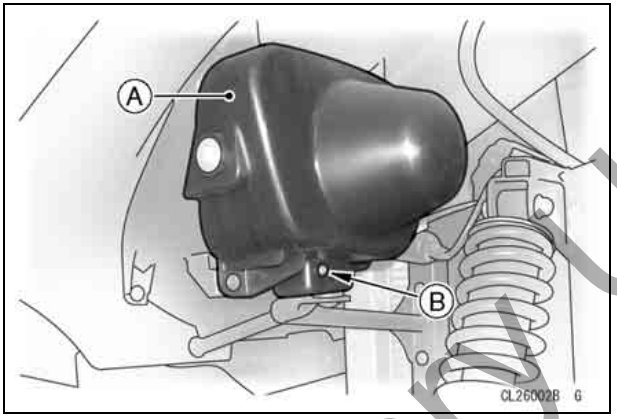
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Headlight Beam

The headlight beams can be adjusted vertically.

- Turn the adjusting screw at the back of the each headlight rim in or out to adjust the headlight vertically.



A. Headlight Cover
B. Adjusting Screw

Battery

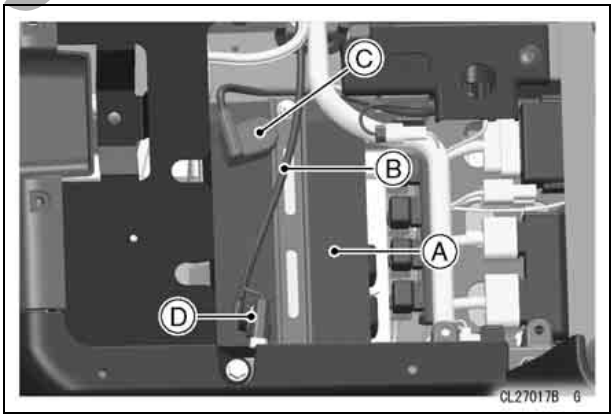
The battery is located under the driver's seat.

⚠ WARNING

Heed the battery safety label.

Battery Removal

- Remove the driver's seat.
- Disconnect the negative cable (–) first and then the positive cable (+).
- Remove the battery holder.



A. Battery
B. Holder
C. (+) Terminal
D. (–) Terminal

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- Take the battery out.
- Clean the battery using a solution of baking soda and water. Be sure that the lead connections are clean.
- Perform a visual inspection. Inspect for defective or cracked case and cover, and loose or damaged terminal posts or cables. Replace battery and/or cables immediately if any damage is found.

Battery Installation

- Check that the rubber dampers on the battery holder and the floor board are properly in place.
- Put the battery in place on the rubber damper.
- Connect the positive cable to the (+) terminal, and then connect the negative cable to the (–) terminal.
- Put a light coat of grease on the terminals to prevent corrosion.
- Reinstall the battery holder.

Battery Characteristics

⚠ WARNING

Batteries contain sulfuric acid and produce hydrogen gas. Sulfuric acid can cause burns and hydrogen gas can cause an explosion. Read and understand the battery safety label.

The battery installed in this vehicle is a sealed type, and the sealing strip should not be removed at any time after the specified electrolyte has been installed in the battery for initial service. It is not necessary to check the battery electrolyte level or add distilled water.

However, in order to maximize battery life and ensure that it will provide the power needed to start your vehicle you must properly maintain the battery's charge. When used regularly, the charging system in your vehicle helps keep the battery fully charged. If your vehicle is only used occasionally or for short periods of time, the battery is more likely to discharge.

Due to their internal composition, batteries continually self discharge. The discharge rate depends on the type of battery and ambient temperature. As temperatures rise, so does the discharge rate. Every 15°C (27°F) doubles the rate.

Electrical accessories, such as digital clocks and computer memory, also draw current from the battery even when the key is switched off. Combine such "key–off" draws with hot temperature, and a battery can go from fully charged to completely discharged in a matter of days.

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Self-discharge		
Temperature	Approx. Number of Days From 100% Charged to 100% discharged	
	Lead-Antimony Battery	Lead-Calcium Battery
40°C (104°F)	100 Days	300 Days
25°C (77°F)	200 Days	600 Days
0°C (32°F)	550 Days	950 Days

Current Drain (Y50-N18L-A)		
Discharging Ampere	Days from 100% Charged to 50% Discharged	Days from 100% Charged to 100% Discharged
7 mA	60 Days	119 Days
10 mA	42 Days	83 Days
15 mA	28 Days	56 Days
20 mA	21 Days	42 Days
30 mA	14 Days	28 Days

In extremely cold weather the fluid in an inadequately charged battery can easily freeze, which can crack the case and buckle the plates. A fully charged battery can withstand sub-freezing temperatures with no damage.

Battery Sulfation

A common cause of battery failure is sulfation.

Sulfation occurs when the battery is left in a discharged condition for an extended time. Sulfate is a normal by product of the chemical reactions within a battery. But when continuous discharge allows the sulfate to crystallize in the cells, the battery plates become permanently damaged and will not hold a charge. Battery failure due to sulfation is not warrantable.

Battery Maintenance

It is the owner's responsibility to keep the battery fully charged. Failure to do so can lead to battery failure and leave you stranded.

If you are driving your vehicle infrequently, inspect the battery voltage weekly using a voltmeter. If it drops below 12.6 volts, the battery should be charged using an appropriate charger (check with your kawasaki dealer or visit by kawasaki.com). If you will not be using your vehicle for longer than two weeks, the battery should be charged using an appropriate charger. Do not use an automotive-type quick charger that may overcharge the battery and damage it.

Kawasaki-recommended chargers are:

OptiMate III
Yuasa 1.5 Amp Automatic charger
Battery Mate 150–9

If the above chargers are not available, use equivalent one.

For more details, ask your Kawasaki dealer.

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Battery Charging

- Remove the battery from the vehicle (see Battery Removal).
- Attach the cables from the charger and charge the battery at a rate that is 1/10th of the battery capacity. For example, the charging rate for a 10 Ah battery would be 1.0 ampere.
- The charger will keep the battery fully charged until you are ready to reinstall the battery in the vehicle (see Battery Installation).

CAUTION

Never remove the sealing strip, or the battery can be damaged.
Do not install a conventional battery in this vehicle, or the electrical system cannot work properly.

NOTE

○ *If you charge the sealed battery, never fail to observe the instructions shown on the label on the battery or changer.*

⚠ WARNING

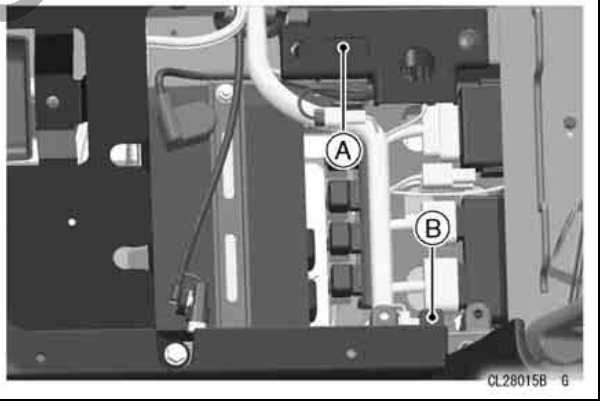
Battery posts, terminals and related accessories contain lead and lead compounds. Wash hands after handling.

Fuse

There are four fuses in the fuse box under the driver's seat. If the electrical systems do not function, inspect the fuse. Before replacing a fuse, check the wiring harness and electrical equipment for bare wires or other possible causes.

CAUTION

Do not use a fuse of a higher capacity than the specified fuse rating, or damage to the electrical system could result. Refer to the "Fuse Location" label on the other side of the fuse case lid.



A. Fuse Box
B. Breaker

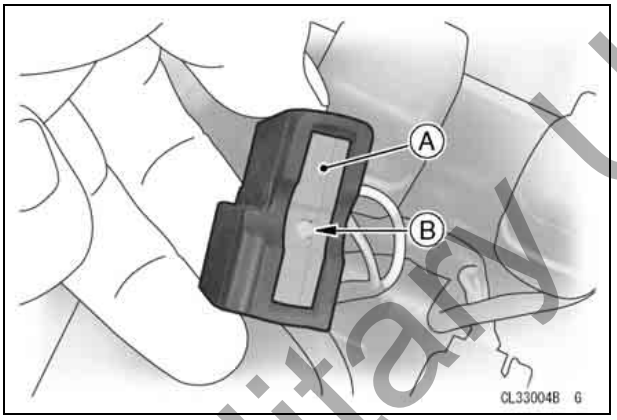
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Breaker

The breaker for the radiator fan is located under the seat near the fuse box. If the fan does not function, inspect the breaker. In order to reset the breaker, push the button at the side of the breaker case. Before resetting, however, check that the radiator fan is free from mud or other obstacle as well as the wiring harness and electrical equipment for bare wires or other possible causes.



A. Breaker
B. Reset Button

NOTE

○ *When you touch the cooling fan, be sure to disconnect the (–) cable of the battery, since the cooling fan can turn automatically even with the ignition switch off.*

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General Lubrication

In accordance with the Periodic Maintenance Chart, have the general lubrication performed by an authorized Kawasaki dealer or perform it referring to the Service Manual for this vehicle.

Cleaning

To prolong the life of your vehicle, wash it down immediately after it has been splashed with sea water or exposed to salt air, or operated on rainy days, rough terrain, or in dusty areas.

Preparation for Washing

Before washing, precautions must be taken to keep water off the following parts.

- Muffler rear opening - cover with a plastic bag.
- Ignition switch - cover the keyhole with tape.
- Air cleaner intake - close opening with tape, or stuff in rags.
- Torque converter air intake - close the opening with tape or cover.

Where to be Careful

Avoid spraying water with any great force near the following places.

- Disc brake master cylinder and caliper.
- Under the seat - if water gets into the ignition coils, fuse box, or battery, it can ground out the spark. When this happens the vehicle will not operate properly and the affected parts must be wiped dry.

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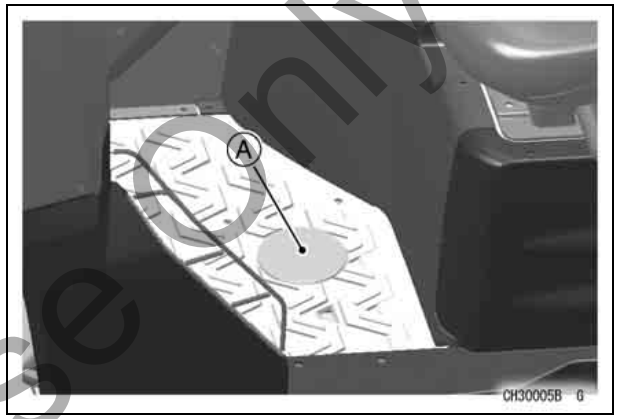
CAUTION

Coin operated, high pressure spray washers are not recommended. Water may be forced into bearings and other components causing eventual failure from rust and corrosion. Some soaps are highly alkaline and may leave a residue or cause spotting.

NOTE

○ *Abrasive cleanser will damage the camouflage surface and a high pressure washer could cause the camouflage to peel off the bodywork (KRF750H & K).*

When you have much mud on the floor board after driving, remove the cleaning caps on the floor to facilitate washing and cleaning.



A. Cleaning Cap

NOTE

○ *After washing, be sure to close the caps and securely tighten.*

After Washing

- Remove the plastic bag and tape, and open the air cleaner intake.
- Lubricate as indicated in the “General Lubrication” section.
- Test the brakes before operation.
- Start the engine and run it for 5 minutes to dry it thoroughly.

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Bolt and Nut Tightening

In accordance with the Periodic Maintenance Chart, have the tightness of the bolts, nuts, and fasteners checked by an authorized Kawasaki dealer.

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STORAGE

Preparation for Storage:
- Clean the entire vehicle thoroughly.
- Run the engine for about five minutes to warm the oil, shut it off and drain the engine oil.

⚠ WARNING

Motor oil is a toxic substance. Dispose of used oil properly. Contact your local authorities for approved disposal methods or possible recycling.

- Put in fresh engine oil.
- Empty the fuel from the fuel tank.

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. Do not smoke. Turn the ignition switch "OFF". Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

⚠ WARNING

Gasoline is a toxic substance. Dispose of fuel properly. Contact your local authorities for approved disposal methods.

- Remove the spark plugs and spray fogging oil, such as Kawasaki K-Kare Fogging Oil (part number K61030-002), directly into each cylinder. Turn the engine over several times with the ignition switch key to coat the cylinder walls. Install the spark plugs.

Tightening Torque

Spark Plugs	13 N·m (1.7 kgf·m, 13.0 ft·lb)

⚠ WARNING

Do not lean over the engine when performing this procedures. An air/oil mist may be forcibly ejected from the spark plug holes and could get into your eyes. If you do get some in your eyes, wash your eyes immediately with liberal amounts of clean, fresh water. Consult a physician as soon as possible.

- Put boards under the front and rear wheels to keep dampness away from the tire rubber.
- Spray oil on all unpainted metal surfaces to prevent rusting. Avoid getting oil on rubber parts or in the brakes.
- Lubricate all the cables as indicated in the General Lubrication section.
- Remove the battery, and store it where it will not be exposed to direct sunlight, moisture, or freezing temperatures. During storage it should be given a

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slow charge (one ampere or less) about once a month.

CAUTION

Keep the battery well charged during cold weather so that the electrolyte does not freeze and crack open the battery. The more discharged a battery becomes, the more easily it freezes.
Never remove the sealing strip, or the battery can be damaged.

- Tie a plastic bag over the exhaust pipe and air cleaner inlet (rear cab frame top) to prevent moisture or small animals from entering.
- Put a cover over the vehicle to keep dust and dirt from collecting on it.

Removal from Storage:

⚠ WARNING

Do not run the engine in a closed area. Exhaust gases contain carbon monoxide; a colorless, odorless, poisonous gas. Breathing exhaust gas leads to carbon monoxide poisoning, asphyxiation, and death.

- Remove the plastic bags from the exhaust pipe and air cleaner inlet.
- Clean the terminals of the battery, charge the battery if necessary, and install it in the vehicle.
- Make sure the spark plugs are tight.
- Fill the fuel tank with fuel.
- Check all the points listed in the “Daily Safety Checks” section.
- Lubricate as indicated in the “General Lubrication” section.

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TROUBLESHOOTING GUIDE

Starter Motor Won't Turn
- ● Fuse failed (be sure to check for cause of failure)
- ● Battery cables do not make good electrical contact with battery terminals
- ● Battery discharged

Engine Cranks, But Won't Start
- ● No fuel in tank
- ● Fuel filter clogged (in pump)
- ● Fuel pump malfunction
- ● Water in fuel
- ● Air filter clogged or inlet blocked
- ● Engine flooded
- ● Fuel tank vent clogged
- ● Spark plug wire not on spark plug
- ● Valve clearance incorrect
- ● Spark plug dirty

Engine Stops
- ● No fuel in tank
- ● Water in fuel
- ● Fuel filter clogged (in pump)
- ● Fuel pump malfunction
- ● Air filter clogged or inlet blocked
- ● Fuel tank cap vent clogged
- ● Engine overheated
- ○ Too much idling or low speed running (not enough air flow)
- ○ Overloaded
- ○ Wrong spark plug
- ○ Radiator clogged
- ○ Coolant level too low
- ○ Coolant deteriorated
- ○ Coolant fan malfunction
- ○ Cooling fan breaker functioned
- ○ Engine oil low

No Power
- ● Engine overheated
- ○ Too much idling or low speed running (not enough air flow)
- ○ Overloaded
- ○ Wrong spark plug
- ○ Radiator clogged
- ○ Coolant level too low
- ○ Coolant deteriorated
- ○ Coolant fan malfunction
- ○ Cooling fan breaker functioned
- ○ Engine oil low
- ● Compression leakage
- ○ Valve clearance insufficient
- ● Fuel filter clogged (in pump)
- ● Air filter clogged or inlet blocked
- ● Spark plug dirty or worm
- ● Engine oil incorrect
- ● Water in fuel
- ● Drive belt slipping
- ● Water in belt drive torque converter housing
- ● Drive belt protection system activated

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Kawasaki Engine Brake Control System and selectable 2WD/4WD system malfunction

- Actuators failed
- Speed sensor short or open
- Forward/Reverse detecting sensor short or open
- Actuator control units failed.
- Battery disconnected

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OWNER SATISFACTION

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Your satisfaction is important to your authorized Kawasaki dealer and to Kawasaki Motors Corp., U.S.A. If you have a problem concerning warranty or service, please take the following action:

Contact the owner and/or service manager of your authorized Kawasaki dealer. Fully explain your problem and ask for assistance in resolving the situation. The OWNER of the dealership is concerned with your satisfaction and your future business. For this reason the owner is in the best position to assist you. Also, all warranty and service matters are handled and resolved through the authorized Kawasaki dealer network.

If you are unsatisfied after working with your Kawasaki dealer and feel you still require further assistance, write to the address below. Please be certain to provide the model, product identification number, mileage or hours of use, accessories, dates that events occurred and what action has been taken by both you and your dealer. Include the name and address of the dealership. To assist us in resolving your inquiry, please include copies of related receipts and any other pertinent information including the names of the dealership personnel with whom you have been working in the resolution of your problem.

Upon receipt of your correspondence we will contact the dealership and work with them in resolving your problem.

In order to provide a permanent record, all warranty and service resolutions take place only through written correspondence.

Please send your correspondence to:
CONSUMER RELATIONS
KAWASAKI MOTORS CORP., U.S.A.
P. O. Box 25252
SANTA ANA, CA. 92799-5252
(949) 460–5688

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ENVIRONMENTAL PROTECTION

To protect our environment, properly discard used batteries, tires, engine oil, or other vehicle components that you might dispose of in the future. Consult your authorized Kawasaki dealer or local environmental waste agency for their proper disposal procedures.

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MAINTENANCE RECORD

Owner Name.....

Address.....

Phone Number.....

Engine Number.....

Vehicle Number.....

Selling Dealer Name.....

Address.....

Phone Number.....

Warranty Start Date.....

Note: Keep this information and a spare key in a secure location.

Date	Traveled Distance	Maintenance Performed	Dealer Name	Dealer Address

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Date	Traveled Distance	Maintenance Performed	Dealer Name	Dealer Address

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Date	Traveled Distance	Maintenance Performed	Dealer Name	Dealer Address

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KRF750G9
KRF750J9
KRF750K9
KRF750L9
KRF750M9



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Consumer Products & Machinery Company

Part No. 99987-1564

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